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ASSAM LEGISLATIVE ASSEMBLY DEBATES

OFFICIAL REPORT

FOURTH SESSION OF THE ASSAM LEGISLATIVE
ASSEMBLY ASSEMBLED AFTER THE FOURTH
GENERAL ELECTIONS UNDER
THE SOVEREIGN DEMOCRATIC
REPUBLICAN CONSTITU-
TION OF INDIA

BUDGET SESSION

VOL - I

NO. 20

Dated the 22 nd March, 1968



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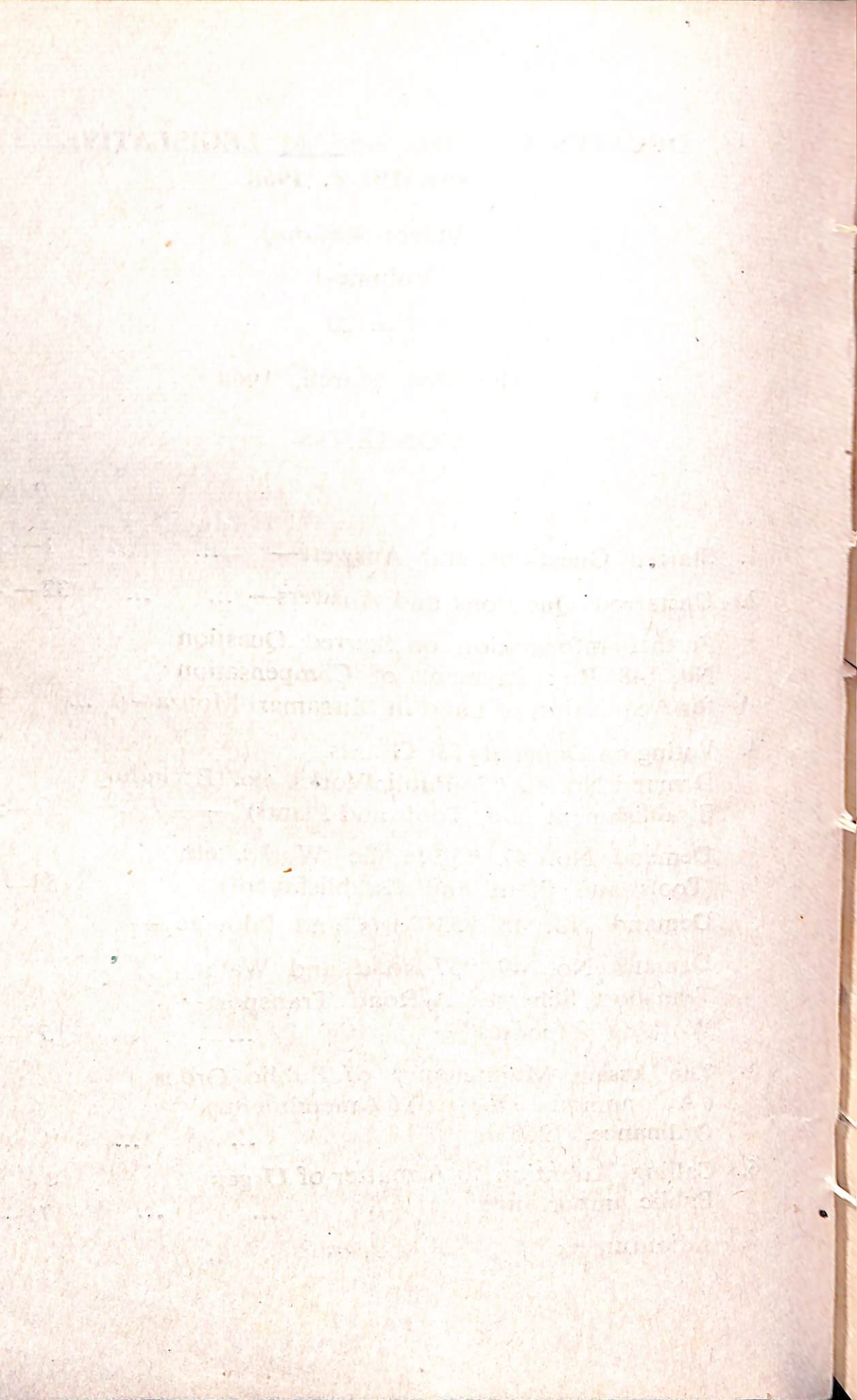
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Proceedings of the fourth Session of the Assam
Legislative Assembly assembled after the
Fourth General Elections under the
Sovereign Democratic Republican
Constitution of India.

The Assembly met in the Assembly Chamber,
Shillong at 9 A.M. on 22nd March 1968.

PRESENT :

Shri Hareswar Goswami, B. A. (Cal.), M. A. (Cantab.),
Barrister-at-Law, Speaker, in the Chair, Five Ministers, Six
Ministers of State, Three Deputy Ministers and Seventynine
Members.

QUESTIONS AND ANSWERS

STARRED QUESTIONS

(To which oral answers were given)

Re: Lathi Charge on Satyagrahis around the Nowgong Court Premises

Shri PHANI BORA asked :

* 142. Will the Chief Minister be pleased to state—

(a) Whether it is a fact that the Police authorities in
Nowgong resorted to lathi charge and teargassing over
the Satyagrahis and hunger strikers on food demand
on the 3rd of November 1967 around the Nowgong
Court premises ?

- (b) Whether it is also a fact that the Deputy Commissioner, Nowgong, clamped down curfew in Nowgong town from 3rd November night to 5th morning and again from 6th November afternoon to 7th morning 1967 ?
- (c) Whether it is a fact that during curfew hours hundreds of people including women were indiscriminately tortured by the armed forces at the instance of the Civil Police ?
- (d) Whether it is a fact that all the M. L. As of the opposition drew the attention of the Government to a number of allegations and the students of Nowgong have sent resolutions and memorandum demanding enquiry into the Police excesses committed at Nowgong during 1st week of November and punish the Superintendent of Police and Deputy Commissioner of Nowgong who are responsible for these excesses ?
- (e) If so, whether the Government have made any enquiry about these allegations and decided to take any step in this regard ?

Shri Kamakhya Prasad Tripathi (Minister Finance) replied:

142, (a) Yes. On orders from the Deputy Commissioner, Nowgong, the Police had to lathi charge and teargas the violent and unruly mob, some of whom were Satyagrahis and hunger strikers.

(b) Curfew was clamped down from 8 p.m. for 24 hours on 3rd November 1967, which continued till 5th November 1967 morning with relaxation of two hours in the afternoon and then again from 10 p.m. on 5th November 1967 to 5 p.m. on 6th November 1967. There was no curfew on 7th November 1967.

(c) No.

(d) Yes. But the Deputy Commissioner and Superintendent of Police, Nowgong, were doing their duties to take necessary steps to prevent further deterioration of the situation and the Police complied with their orders to maintain law and order in the area. No excess was committed by the Police.

(e)—Does not arise.

Shri Dulal Chandra Barua : Sir, may I know from the hon. Minister, as he has said in his reply that lathi charge and tear gas have been made on the Satyagrahis and hungerstrikers, does Government consider it to be excess when they have tear gassed and lathi charged on satyagrahis and peaceful hungerstrikers ?

Shri Kamakhya Prasad Tripathi : My reply is that some of whom were satyagrahis and hunger strikers. There were other people also and the crowd got mixed up and when the violence started, the D. C. had to order lathi charge and tear gas.

Shri Phani Bora : Sir, is it a fact that before lathi charge and tear gas, there is no announcement made ?

Mr. Speaker : Whether there was any caution ?

Shri Kamakhya Prasad Tripathy : Sir, my report is that announcement was made through a mike. The D. C. got this promulgated with microphone.

Mr. Speaker : Sec. 144 was promulgated over microphone, but whether before tear gas and lathi charge, the crowd was cautioned that there would be lathi charge.

Shri Kamakhya Prasad Tripathi : Yes, sir, it was announced on mike.

Shri Promode Chandra Gogoi : At what time ?

Shri Kamakhya Prosad Tripathi : There is a bigger report. May I read it out ? "At about 11.30 A.M. the R.C.P.I. demonstrators, numbering about 150 attempted to enter the Court premises by breaking the cordon at some points, but they were pushed back. Shortly after, the C. P. I (R) hunger-strikers came in front of the campus of the office of the D. C. and wanted to enter the court compound to start their hunger-strikes. Shri Kehoram Hazarika, M. L. A., Shri Shamsul Huda, M. L. A. and others met the D. C. and asked permission for allowing the hunger-strikers to come inside the court premises to which the D. C. did not agree. At this moment, interested quarters spread the rumour to the effect that two students were lathicharged by Police which was only to create more disorder launched by the R.C.P.I. and the C.P.I. (R) leaders, who were so long remaining aloof and having hunger-strike peacefully at the Sahid Bhawan. Student leaders came and met the D. C. and the S. P. and demanded an immediate enquiry into the reported lathi-charge on two students by the Police. D. C. and myself assured the student leaders that their complaints would be thoroughly looked into.

Meanwhile the resentment fanned by the leaders by inflammatory speeches among the crowd reached its apex. The students became more furious after hearing the rumour of lathi charge on students. The mixed crowd of students and others wanted to enter the court compound. The D. C. tried in vain to bring them to reason by appealing several times. They became highly agitated and some students attempted to manhandle the D. C. and surged forward in an unruly mood. Simultaneously brickbats and stones were hurled from roadsides at the officers and Police who were inside the court premises, resulting in injuries to several Policemen and damages to two Fire Brigade vehicles

parked there. Apprehending serious troubles, the D. C. then declared the assembly unlawful and ordered to disperse. This was announced over mike several times but the unruly crowd did not pay any heed to it. On the other hand, they started throwing stones, brickbats in a more virulent manner. The Police then resorted to lathi charge under orders of the D. C. and dispersed the crowd. Water charge was also made from fire engines but without effect in as much as the O/C, Fire Brigade and the firemen were injured due to pelting of stones."

Shri Phani Bora—Sir, Minister says from his report that there was a mike announcement.

Mr. Speaker—Don't you think that as this matter was discussed as I remember, in the last session, and as we have other questions also for reply, we should not take more time on this question ?

Shri Phani Bora—I do not want to take more time. So far as I am concerned, I saw that the D.C. was surrounded by some students numbering 7 or 8 asking him about the lathi charge that was made on the two students. At that moment I went near the Deputy Commissioner and prevented the students from abusing the Deputy Commissioner. Then there was a mike announcement, according to the report. Whether it was a mike in the name only or it was a bigger mike by which we generally speak in public meeting, or it is only a Police Mike, which is used for small announcement :

Shri Kamakhya Prasad Tripathi—I have no information. Even if it is a small mike, it must have been heard at least from 100 yards.

Shri Phani Bora—As the Minister said there was a big crowd. Is it possible to hear from a small mike when there was a big crowd.

Shri Kamakhya Prasad Tripathi,—This was announced in the mike several times.

Shri Phani Bora—Sir, hundreds of people were injured in this incident and lot of confusion cropped up, may I ask the Government to institute an Enquiry Commission to go into the whole incident ?

Shri Kamakhya Prasad Tripathi—I have not said that there was no injury. I can give the figures :

The number of Policemen who were injured was 37, Public-60, Students 12, Police Vehicles damaged 10, Students arrested 52 and none sustained serious injuries.

M. Shamsul Huda—Sir, whether it is a fact that till Police lathi charged at 11.30 A. M., there was no crowd and there was no sort of announcement either by mouth or through mike at 11,30 A. M.

Shri Kamakhya Prasad Tripathi—I have read it out that 150 persons attempted to enter into the court premises but they were pushed back. Shortly after, the C.P.I. (R) hunger-strikers came in front of the campus and the later development took place.

Re : Trespass of armed Pakistanis into Assam

Shri Maneswer Boro asked :

* 143. Will the Chief Minister be pleased to state—

- (a) Whether it is a fact that some armed Pakistanis have trespassed into the State of Assam ?
- (b) If so, how many times the armed Pakistanis have trespassed into Assam since 1962, up-to-date (please state year wise) ?
- (c) What action has been taken by the State Government to stop this ?

- (d) Whether it is a fact that the trespassers had kidnapped Indian people ?
- (e) If so, how many persons were kidnapped so far by them and how many persons were rescued by the Government ?

Shri Kamakity Prasad Tripathi (Minister finance) replied :

143. (a) & (b)—Yes, The number of intrusions into Assam by armed Pakistanis including E. P R personnel was 38 in 1962, 100 in 1963, 216 in 1964, 131 in 1965, 113 in 1966, 72 in 1967 and 23 in 1968 (up to February)

(c) Border security set up has been strengthened and vigilance against depredation by Pakistanis intensified. A net work of Police watch posts has also been set up in areas at the border affected by Pak depredation. Co-operation of the Village Defence Parties has been enlisted with promise of suitable rewards for detection and apprehension of Pak intruders.

(d) & (e)—The Pak intruders kidnapped 85 Indian nationals including 2(two) A.S.I. of police during the period from 1962 to 1968 (February). Out of these, 54 have since been returned to India, 2 reported to have died in Pakistan and the remaining 29 are suspected to be still in custody of Pakistan.

Sri Maneswar Baro—চৰকাৰে ব্যৱস্থা লোৱাৰ পাচৰ পৰা কিমানজনক অপহৰণ কৰিলে ?

Sri Kamakhya Prasad Tripathi—এইটো continuous ব্যৱস্থা ।

Mr. Speaker—এইটো চলন্ত বস্তু ।

Sri Atul Chandra Goswami—অপহৰণ কৰি নিয়া লোক সকলৰ পৰিয়াল বৰ্গক সাহায্য দিয়া হৈছেনে ?

Sri Kamakhay Prasad Tripathi—খবৰ নাই ।

Shri Mohi kanta Das - May I know, Sir, from the Minister whether the Govt. has taken up the matter with the Pakistan Govt. for the return of the remaining persons who are still in the custody of Pakistan ?

Shri Kamakhya Prasad Tripathi— We have taken up the matter with the Pakistan Govt. First we protested to them about it, but as you know, Sir, the relationship with that Govt. is so bad that the result we have got from them is not adequate.

Shri Dulal Ch. Barua— May I know from the Minister whether the protection of the border people or the border is the subject matter of the Govt. of India or the State Govt. If it is of the Central Govt. then may I know whether the Govt. is aware of the fact that the present number of outposts is not sufficient to cope with the border situation and has our Govt. moved the Central Govt. for increasing the number of such outposts in those areas ?

Shri Kamakhya Prasad Tripathi — It is true. Although we have increased the number of border outposts they are found not adequate, because if they are intelligent people then they can avoid the border outpost, and for this reason in Berlin they had to build a wall, but we have not that means to make a permanent arrangement like them.

Shri Bishnuram Medhi — What step has been taken by the State Govt. for the release of those who are still in the custody of Pakistan ?

Shri Kamakhya Prasad Tripathi — We have informed the Govt. of India to take up the matter with Pakistan.

Shri Phani Bora : Sir, may I know who are those people who died there and the circumstances under which they died, and secondly, whether the Minister has any information

as to whether the families of those who are still in Pakistan are being paid anything in the shape of maintenance relief? If the Minister has not got these information then will the Govt. make arrangements so that the families or dependents of those who are still in Pakistan and also those police personnel are properly looked after by the Govt.?

Shri Kamakhya Prasad Tripathi: I have not got the information with me now, but I will supply them later on.

Shri Dulal Ch. Barua: Sir, it is learnt that the Minister is not in a position to give the names of those police personnel who were posted there for the protection of our border at the cost of their lives. So, may I know from him why proper records are not maintained in this respect?

Shri Kamakhya Prasad Tripathi: The names are all there, but I cannot give them at the moment.

Shri Dulal Ch. Barua: Sir, the matter must have been referred to by the affected families and even then it seems it has not been taken up at any level, nor has there any discussion taken place for the release of those persons during the last few years, nor is there any attempt to get the details whether they have been actually there or not. Whenever there is any discussion the Chief Secretary's level this important matter ought to have been taken up. (No reply)

Shri Sadhan Ranjan Sarkar: Sir, may I know whether our police use any force for prevention of trespass?

Shri Kamakhya Prasad Tripathi: If somebody is seen trespassing then immediately he is pushed back.

Shri Promode Chandra Gogoi—May I know, Sir, whether any police officer belonging to Pakistan is captured in the Indian side?

Shri Kamakhya Prasad Tripathi — We have not got any such person with us.

Shri Mohidhar Pegu—যি সকল সশস্ত্র পাকিস্থানী লোকে অসমত অনাধিকাৰ প্ৰবেশ কৰিছে, সেই সকল পাকিস্থানৰ সীমান্ত নিৰাপত্তা বাহিনীৰ লোক নে বে-সামৰিক লোক ?

Shri Kamakhya Prasad Tripathi—East Pakistan Rifles.

Shri Rathindra Nath Sen—May I know whether those two police officers are still alive or they have been killed ?

Shri Kamakhya Prasad Tripathi—Of all those people, two persons have died and the rest are alive.

Shri Dulal Chandra Barua—May I know, Sir, who are those who died there ?

Shri Kamakhya Prasad Tripathi—The details are not with me now.

Shri Mohi Kanta Das—May I know, Sir, how many persons altogether were kidnapped and how many have been released ?

Shri Kamakhya Prasad Tripathi—The Pak intruders kidnapped 85 Indian nationals including 2 A. S. I. of police during the period from 1962-1968 (February). Out of these, 54 have since been returned to India, 2 reported have died in Pakistan and the remaining 29 are suspected to be still in custody of Pakistan.

Shri Promod Chandra Gogoi—Sir, it is said that 29 persons are suspected be still in custody of Pakistan. Does the Govt. make any attempt to trace them out through the help of Red Cross or any other means and to find out the location of them ?

Shri Kamakhya Prasad Tripathi — Our information is that they are in Pakistan.

Shri Dulal Chandra Barua : Are we to understand from the statement of the Hon'ble Minister that they were so long sleeping over such an important matter ?

Shri Kamakhya Prasad Tripathi : No, Sir.

Shri Dulal Chandra Barua : May I know, Sir, Why then details could not be furnished to this August House by the Hon'ble Minister on such a vital matter where the question of life and death of some brethren of ours are concerned ?

Shri Mohidhar Pegu : আগার সীমান্তবক্ষী বাহিনীৰ লোকও কেতিয়াবা পাকিস্থানত সোমোৱাৰ উদাহৰণ আছে নেকি ?

Mr. Speaker : Why do you put that question? I do not think it will be in the interest of our country.

Shri Hiralal Patwary : Sir, on the Pakistan side of the border the Government of Pakistan are settling people deported from this country. Whether our Government is also thinking of settling the border areas with Pakistani refugees ?

Shri Kamakhya Prasad Tripathi—Sir, so far as that question is concerned that would not arise because that would be a matter of policy.

Shri Sailen Medhi : Sir, how is it that Pakistani enter our country by crossing the border ; not Pakistanis alone even the Chinese cross our border and kidnap our people and our Police and military not to speak of capturing the intruders cannot even capture a cap or any other thing of theirs. Does it not prove the inefficiency of our Military or police ?

Shri Kamakhya Prasad Tripathi : Sir, the border is 600 miles long and we are not policing every inch of it. In between to outposts there is enough space left for anybody

to stealthily enter by night. Therefore, to say that the Police or Military is not vigilant is not correct. The situation is such that absolute prevention of intrusion is not possible.

Shri Mohi Kanta Das : Sir, the Minister has stated that the State Government has taken energetic steps for the return of these 29 persons. May I know, Sir, what was the last date of correspondence ?

Shri Kamakhya Prasad Tripathi : Sir, this is a continuous process and we are going on corresponding. Lodging protests and asking for the return of these persons.

Shri Bisnuram Medhi : Sir, has the attention of the Deputy High Commissioner or the High Commissioner, as the case may be, been drawn, and has been asked to ascertain the whereabouts of these persons ?

Shri Kamakhya Prasad Tripathi : The matter has been taken up with the Government of India.

Shri Dulal Chandra Barua : Sir, it has been stated that the matter has been taken up both at State level and at Central level. May I know, Sir, from the Hon'ble Minister when this was taken up with the Government of India and whether any information has been received either from the Deputy High Commissioner or the High Commissioner in Pakistan about the whereabouts of these people ?

Shri Kamakhya Prasad Tripathi : The figures have been given from 1962-68. Every year there are intrusions. Therefore, it is not one incident.

Mr. Speaker : What Mr. Barua wants to know is this. We know that 29 persons are still in Pakistan. Whether regarding these 29 persons any action has been taken either through

our High Commissioner or through the Government of India, and, if so, when last action was taken?

Shri Kamakhya Prasad Tripathi : Sir, so far as the High Commissioner is concerned, We take it with the Government of India, we do not directly write. So what can be given is when we have taken up the matter with the Government of India.

Shri Dulal Chandra Barua : Sir, the Minister has stated that there are series of cases and a continuing one. It has started since 1962, even before that. Therefore, may I know from the Minister why this matter has not been taken seriously with the Government of India to know about the whereabouts of these 29 persons?

Shri Kamakhya Prasad Tripathi : It has been taken up seriously.

Shri Dulal Chandra Barua : If that is so, why we cannot get the date of the last correspondence by the State Government through the Government of India to the High Commissioner or the Deputy High Commissioner in Pakistan?

Shri Kamakhya Prasad : Sir, if the date is important, certainly it will be supplied.

Shri Hiralal Patwary : Sir, may I know categorically from the Minister what was the last date of correspondence?

Mr. Speaker : He has already stated that he will supply the date.

Shri Nakul Chandra Das : Sir, may I know which are the weak points in our border through which the E. P. R. personnel enter our country?

Shri Kamakhya Prasad Tripathy — It appears the intrusions take place all over.

Shri Nakul Chandra Das : Will the Government take suitable measures immediately to strengthen the outposts to check further trespass and intrusion.

Shri Kamakhya Prasad Tripathy : Whenever we find that a particular spot is being utilised by the Pakistanis that spot is tried to be covered by an outpost.

Re : Compensation for Acquisition of Land by North Frontier Railway authority in North Lakhimpur Subdivision

Shri Nameswar Pegu asked :

*144. Will the Minister-in-charge of Revenue be pleased to state—

(a) Whether some villages have got to be paid compensation for land acquired by N.F. Railway authority within North Lakhimpur Subdivision ?

(b) If so, the reason of delay in payment ?

Shri Kamakhya Prasad Tripathi (Minister, Finance) replied :
144. (a) —Yes. Payment of compensation remains to be made to 49 villages only out of 108 villages.

(b)—Payment is pending for non-placement of fund by Railway authority in spite of submission of necessary estimates to them.

Shri Nameswar Pegu—Sir, may I know in which year the Railway authorities made the alignment from North Lakhimpur to Bhogamukh ?

Mr. Speaker —Perhaps the purpose of the question of Mr. Pegu is to know the date of acquisition.

Shri Kamakhya Prasad Tripathi—The acquisition proceedings started in 1961.

Shri Dulal Chandra Barua—Sir, whether it is a fact that many representation had been submitted by the affected people to the Government of Assam as well as to the Railway authorities ? If so, why during this long period the Government has not taken up this matter with the Government of India for early payment of the compensation ?

Shri Kamakhya Prasad Tripathi—Sir, we have taken up with the Railways to deposit fund from time to time and as it will be seen that nearly 49 villages out of 108, payment of compensation remains to be paid. More than half has been done. I find that the last letter was issued in September, 1967.

Shri Dulal Chandra Barua—Whether it is a fact that not 49 villages but 89 villages for which compensation has not been paid ?

Shri Kamakhya Prasad Tripathi—I have given the information.

Shri Dulal Chandra Barua—May I urge upon the Government to take up this matter with the Govt. of India for immediate payment of compensation to these affected villages without further delay ?

Shri Kamakhya Prasad Tripathi—It is the Railway Board with which we have take up and we have taken up with the Railway Board accordingly.

Re : Village Grazing Reserve in Balijana Circle

Shri Benoy Krishna Ghose asked :

*145. Will the Minister-in-charge of Revenue be pleased to state—

- (a) How many Village Grazing Reserves are there in Balijana circle ?
- (b) How many of them are encroached by the people ?

- (c) Whether the Government is aware that most of encroachers have lands of their own?
- (d) If so, whether the Government proposes to evict them as early as possible?
- (e) Whether the Government is in favour of settling the landless people in the said Village Grazing Reserves?

Shri Mahendra Mohan Choudhury (Minister, Revenue) replied :

145. (a)—There are four Village Grazing Reserves in the Balijana circle which are not formally constituted under the Grazing Rules.

(b)—There are encroachments on all the Village Grazing Reserves.

(c)—Yes, but most of the holdings are reported to be uneconomic.

(d)—Eviction cases were started by S.D.O. in most cases, but under general order of Government operation were stayed till 31st January, 1967. As Government stay order has been vacated, S.D.O. is now taking steps to evict unauthorised occupations.

(e)—There is no such proposal to settle land in the Village Grazing Reserves except the one which falls within two miles of town area. In a few cases settlement has been made with river-eroded families in this reserve.

Shri Benoy Krishna Ghose — Whether Government is aware that the Mandals have been encouraging the village people to encroach upon the Grazing Reserves? If so, whether Government proposes to punish them?

Shri Kamakhya Prasad Tripathi—It is very wrong for Mandals to encourage encroachment.

Shri Kandarpa Narayan Banikya—Is it a fact that there is a proposal to evict these people as early as possible but these encroachments are going on always?

Mr. Speaker — Mr. Banikya, are you making a speech, put your question? There is already accumulation of 37 questions and this accumulation will go on. So, you just put your question?

Shri Kandarpa Narayan Banikya—Sir, encroachment is going on not only in this Grazing Reserve in Balijana Circle but in other circles also of Goalpara district has been encroached by these encroachers. I want to know whether Govt. knows it?

Shri Kamakhya Prasad Tripathi—I have said that it is so. Therefore, the stay order of Government operation till 31st January, 1967 is no longer there.

Shri Phani Bora—Sir, in answer to question (a), it has been stated that the Village Grazing Reserves are constituted under the Grazing Rules. Then if this Grazing Reserve is not formally constituted under the Grazing Rules, it cannot be considered as the Grazing Reserve?

Shri Kamakhya Prasad Tripathi—Sir, in Goalpara where there were zamindari lands, formal constitution of Grazing Reserves was not there as in the rest of Assam. And for that reason it was not constituted, but this was utilised for Grazing Reserve. Now, whether that Grazing Reserve should be constituted formally or not is a separate question of policy which I cannot say anything now.

Shri Phani Bora—Again in reply to question (e) it has been stated 'except the one which falls within two miles of town

area' and in that area there will be no eviction. Why this discrimination and what is the exception and on what basis the exception is made ?

Shri Kamakhya Prasad Tripathi : It may be that within two miles it falls within the town area.

Mr. Speaker It is all hypothetical.

Re: De-reservation of Angarkata Reserve

Shri Maneswar Boro asked :

*146, Will the Minister-in-charge of Revenue be pleased to state—

- (a) Whether Government propose to dereserve the Angarkata Reserve of the Tamulpur circle during this year ?
- (b) If so, the total area of land going to be dereserved ?
- (c) Whether the Government will be pleased to settle the land with the local landless tillers who are entitled to get land within the Tribal Belts and Blocks ?
- (d) On what basis the land will be settled after dereservation ?
- (e) Whether the allotment list has been finalised ?

Shri Mahendra Mohan Choudhury (Minister, Revenue) replied :

146. (a) —Yes.

(b)—An area of roughly 6,000 bighas out of total area of 8,500 bighas is proposed to be dereserved. Exact area will be known after proper survey.

(c) & (d)—The Veterinary Department for the purpose of Gosadan is allowed to occupy an area approximately 5,000 bighas within a definite boundary.

After having surveyed the area for Gosadan, the remaining area is proposed to be settled/allotted on the following basis in consultation with the land Settlement Advisory Committee—

- (i) Encroachers who are landless and bonafide cultivators,
- (ii) Nepali graziers who have been occupying land for a long time and possess grazing permit should be given land on temporary basis on realisation of T. B. Revenue.
- (iii) Among outsiders only Tribals should be given land in the surplus area.

(e)—Not yet. S. D. O. Nalbari has been requested to finalise the list of the allottees in consultation with the Land Settlement Advisory Committee.

Shri Moneswar Boro : আঙ্গাৰকাটা বিজাৰ্ভত কিমান পৰিয়ালে বেদখল কৰি আছে ? সেইমানুহ স্থানীয় নে অগ্ৰঠাইৰ পৰা অহা মানুহ ?

Shri Kamakhya Prasad Tripathi : কিমান পৰিয়াল হব সেই কথা মনত নাই। এই বিষয়ে এতিয়াও সঠিক কব নোৱাৰো। graziers বিলাক নেপালী। এইটোৰ বাহিৰে যিবিলাকক দিয়া হব অগ্ৰঠাইৰ পৰা হলেও ট্ৰাইবেলকহে দিয়া হব।

Shri Pitsing Konwar : This question is to be replied by Minister, Revenue, I think the Minister, Finance is not authorised to reply.

Mr. Speaker : After all, Minister, Revenue has, with my permission, authorised Mr. Tripathi to reply on his behalf.

Shri Dulal Chandra Baruah : Sir, as the Minister has stated that the portion of land has been given to the Veterinary Department for Gosadan, and you know, Sir the fate of

such scheme. Therefore, may I suggest to the Finance Minister, that instead of wasting the land in the name of such a (I don,t want to use the word 'bogus' as it may be unparliamentary) scheme, these lands should be distributed to the people ?

Shri Lakshmi Prasad Goswami : I would request the hon. Member to go and see first and then make this remark.

Shri Moneswar Boro : আঙ্গাৰকটা বিজাৰ্ভটো ট্ৰাইবেল বেণ্টৰ ভিতৰত পৰেনে ?

Mr. Speaker : Does it fall within the tribal belt ?

Shri Kamakhya Prasad Tripathi : It falls within Tamulpur Circle.

Mr. Speaker : Do you know the name of the Mouza ?

Shri Kamakhya Prasad Tripathi . No Sir.

Shri Dulal Chandra Barua : Whether there is any specific tribal belt made by the Govt. and that was published in the gazette notification ?

Mr. Speaker : There must be notification.

Shri Gaurisankar Bhattacharyya : The point here is that the Minister has come to give reply with regard to a particular Reserve. The Minister does not know to which Mouza or Mouzas that reserve belongs. What does the Minister propose to give as information ?

Shri Kamakhya Prasad Tripathi : The information which has been asked for.

Shri Gaurisankar Bhattacharyya : The first information is that the Minister does not know whether the Reserve falls

in which Mouza or Mouzas. How further information can be given by him ?

Shri Kamakhya Prasad Tripathi : The informations are given not on the basis of personal knowledge in this House.

Shri Gaurisankar Bhattacharyya : By Minister I mean the Minister of the Government. I am not asking information from Mr. Tripathi. I asked from the Minister, Revenue, Government of Assam.

Mr. Speaker : I have also considered the question. On this point, after all if it is within the tribal belt how can land be given to others. It is a vey pertinent question and it must be found out whether it is within the tribal belt. I am not blaming you personally. All these information ought to have been given. This is not the first time.

Shri Kamakhya Prasad Tripathi : May I answer. There are two questions, one question is with regard to huge area of 50 thousand bighas which is for departmental purposes. Out of 6 thousand, 1 thousand bigha is already occupied by certain persons.

Mr. Speaker : Mr. Tripathi You are wrong. I have to help the House also.

Shri Kamakhya Prasad Tripathi : May I request the Honourable Speaker to have a little patience. Now, 1 thousand bigha has been occupied. What should be done with the occupier is the question. So far the occupiers are concerned, if they are bonafide landless cultivators that will have to be considered. Secondly, the graziers those who have given some permanant settlement they would continue to hold. Whatever lands are still available will be given to the tribals

Shri Gaurisankar Bhattacharyya : I am sorry to intervene ; but then I have no other way out. The Minister coming to

answer the question should come posted with full facts germane in the question itself. It has been pointed out that the questioner wants to know certain facts with regard to Angarkata Reserve of Tamulpur circle. Now, the Government ought to have known that Government have in the past declared the whole of Tamulpur circle as tribal belt. The Government ought to have known it. Secondly, if that is a tribal belt the Government ought to have known it because by their own resolution they have decided that in the tribal belt when some landless people are to be settled with land, scheduled tribes should be getting first preference and second preference should go to the tribal people who may come even from outside that area, and then only any other persons whether it is Nepali Graziers or landless non-tribal cultivators. The question was asked to know what is the area of that Reserve, what area has been dereserved, what area has been allotted to settle the cultivators, local landless cultivators. At the same time when the landless tillers are being settled whether those who are to get first and second preference are given or they are deprived of. These are the simple questions and the Government should be pleased to reply categorically.

Shri Kamakhya Prasad Tripathi—The policy of the Government is to be followed.

Shri Dulat Chandra Barua—The question is very clear. We want to know whether Government propose to give settlement to such persons who are entitled to get settlement of land according to the Government resolution ?

Shri Kamakhya Prasad Tripathi—I have already said so far Govt. area is concerned it is done.

Shri Gaurisankar Bhattacharyya—It is the declared policy of the Government that tribal people who are there should get the first preference and only thereafter would come the cases of scheduled caste and scheduled tribe people of out-

side the Block/Belt and only thereafter will come the cases of Nepali Graziers or anyother people. Is it a fact that the declared policy of the Government has been violated ?

Shri Kamakhya Prasad Tripathi—I have given the answer in three sub-heads.

Shri Dulal Chandra Barua : Another point is that Govt. has said according to the Govt. policy no encroachers should be given any settlement now, but they are giving preference in respect of those persons. Is it not violating the Govt.'s own policy ?

Shri Kamakhya prasad Tripathi : No, Sir.

Mr. Speaker : I do not blame Mr. Tripathi at all. The reply to question came to the Minister and the Minister was Mr. M.M. Choudhury. Mr. Tripathi is only bearing the burden as the Minister concerned is absent. The departmental officers should give all the papers. What the Honourable Members have been saying whether it is a tribal belt. These are very relevant questions. I am here not to put questions to the Honourable Members or the Ministers, but I have to help the House in conducting discussions and getting replies and therefore, I am intervening, because that is my most sacred duty. Now what I find really, it is a routine reply. Whether it is a tribal belt and whether the Govt. policy has been violated — I do not blame Mr. Tripathi, but these facts ought to have been given so that the reply is a complete and a proper reply.

Shri Phani Bora : Sir, the Ministers are not helped by the Officers.

Mr. Speaker : Mr Tripathi, could you appreciate the point ?

Shri Kamakhya Prasad Tripathi : Yes Sir.

Re : Preference in Settlement of Land to Co-operative Societies

M. SHAMSUL HUDA asked :

* 147. Will the Minister-in-charge of Revenue be pleased to state—

- (a) Whether it is a fact that the Government gives preference to the Co-operative Societies in settlement of land ?
- (b) Whether it is also a fact that owners of more than 10 bighas of land and Government employees having formed Co-operative Societies also can get this preference in getting settlement of land for the purpose of producing crops other than jute, paddy, mustard seeds and pulses, etc.?
- (c) If so, whether Government is aware that they are depriving the landless agricultural labours and poor peasants from getting Government land ?
- (d) Whether the Government will stop settling Government lands with Co-operative Societies or owners of more than 10 bighas of land and Government employees for any type of agricultural purpose ?

Shri Kamakhya Prasad Tripathi (Minister, Finance) replied :

147. (a) —As per “Resolution on Land Settlement Policy, 1968” cultivation on co-operative or collective basis will be encouraged in lands under Gram Sabhas. But while encouraging formation of Co-operative Farming Societies no person having land above 10 bighas may get new lands by being a member of any such society.

(b)—As enunciated in item (vii) under 1. Settlement of Land of “Resolution on Land Settlement policy, 1968”, no

owner of land or Government employee having 10 bighas of land is entitled to get land even though they form Co-operative Society. Such persons may however be allowed to join Co-operative Society only when he agrees to pool his own cultivable lands with the co-operation of landless tillers.

(c)—No. It is not the intention of the Government to deprive the landless agricultural labourers and poor peasants from getting Government land. As per “Resolution on Land Settlement policy, 1968”, those who have no land are eligible to priority in getting settlement of land under item (iv) of 1 Settlement of Land.

(d) - Does not arise in view of reply to (b) above.

M. Shamsul Huda : Sir, my question (b) was whether it is also a fact that owners of more than 10 bighas of land and Government employees having formed Co-operative Societies also can get this preference and the Minister's reply is that no owner of land or Government employee having 10 bighas of land is entitled to get land even though they form a Co-operative Society. May I know whether the Government employees having less than 10 bighas of land can get preference ?

Mr. Speaker : It is obvious.

Shri Phani Bora : How can they get preference ? According to Government policy only the real cultivators can get land. So, how Government employees can get land for cultivation ?

Shri Biswadev Sarma : (while sitting) Government employees may also be cultivators.

Shri Gaurisankar Bhattacharyya : One cannot in fairness demand Govt. patronage for two avocations. For example, I am an advocate, I cannot demand from the Govt. land to be a cultivator at the same time. Of course, Government

have given some lands to some Advocates of Jorhat for cultivation. But according to the Government Policy, only the actual tillers of the land for whom the land is meant should get settlement because this is their only source of livelihood. Therefore, they should get preference in the matter of settlement. But if somebody is employed somewhere, either in some industry or in some other place he should not be given land for cultivation.

Shri Kamakhya Prasad Tripathi : That is true. If there is a competition between a landless person and a man having an avocation or having land then the priority will go to the landless man.

Shri Dulal Chandra Barua : There is no question of priority. According to Government decision only the real cultivators should be given land and not others who have other avocations. May I know from the Finance Minister that when the Government adopted such a policy why they are not executing it properly and this is being violated ?

Shri Kamakhya Prasad Taipathi : There is no violation.

M. Shamsul Huda : Whether it is a fact that Government has allotted some land for cultivation to some Government officers, viz: police personnel who have formed a co-operative under the name Lakhimithan Agricultural Co-operative Society at Nowgong ?

Shri Kamakhya Prasad Tripathi : I do not think land has been settled with them.

Shri Atul Chandra Goswami : একেজন মানুহেই মাটি লবৰ কাৰণে কেইবাখনো সমবায় সমিতিত সোমাই। এই কথা চৰকাৰে জানেনে ? আৰু যদি জানে তেনেহলে কি ব্যৱস্থা কৰিছে ?

Shri Kamakhya Prasad Tripathi : অকল মাটি লবৰ কাৰণেই সমবায় সমিতি গঠন কৰিব নোৱাৰে।

Re : Payment of Compensation for Acquisition of Land in Missamari Mouza.

Shri MOHI KANTA DAS asked :

* 148. Will the Minister-in-charge of Revenue be pleased to state—

(a) Whether it is a fact that the families whose land were acquired for defence purpose in Missamari Mouza have not been fully compensated and rehabilitated ?

(b) If so, whether Government will be pleased to compensate and rehabilitate these uprooted families without further delay ?

Shri Kamakhya Prasad Tripathi (Minister Finance) replied :

148 (a) —No, it is not a fact.

(b) —Does not arise.

Shri Dulal Chandra Barua : Is the Government aware of the fact that more than 18 families of Missamari Mouza who have been evicted and made landless have not been paid compensation till to-day ?

Shri Kamakhya Prasad Tripathi : I am sorry Sir, all the figures were there but I do not know where I have kept them. So far as my knowledge goes, compensation has been paid, against land acquisition about Rs. 5 lakhs and against

compensation for crop more than Rs. 7 lakhs. Then out of these people who have been evicted some are still continuing to cultivate the land from which they were evicted. Moreover, they have been settled with land in various reserves, forests or otherwise, in the Subdivision.

Shri Dulal Chandra Barua : May I know how many of them have been given settlement and whether the 18 families of Missamari Mouza who have been evicted by the Military authorities have been paid any compensation ? Our information is that they have not been paid a single pie as compensation till to-day. Why it is so ?

Shri Mohi Kanta Das, Dy Speaker : And they have made representation to the Minister when he visited the area last ?

Shri Kamakhya Prasad Tripathi : I regret very much, Sir, that I have misplaced the papers. All these figures are there.

Shri Dulal Chandra Barua : That cannot be an answer.

Shri Kamakhya Prasad Tripathi : I quite agree.

Mr. Speaker : You please lay the figures on the table when you have found them.

Shri Kamakhya Prasad Tripathi : All these papers are there but I must have left them in my chamber.

Mr. Deputy Speaker : Sir, Missamari is a war-torn area and about 1/3rd of the people have been evicted and they have not been fully rehabilitated, and only they have been given 2½ kathas of land as homesteaded land. They have not been given any cultivable land. As the hon. Finance Minister may not be able to reply to all the questions which may be put, may I submit that this question be kept pending till the return of Mr. Choudhury ?

Shri Kamakhya Prasad Tripathi : I have no objection.

Mr. Speaker : Starred question No. 148 will be kept pending.

Re : Rules for Mauzadars

Shri Pitsing Konwar asked :

• 149. Will the Minister-in-charge of Revenue be pleased to state—

- (a) Whether Mauzadars are governed by the rules of Government servant holding civil posts ?
- (b) Whether they can hold the office like that of a President or Secretary of any political party ?
- (c) Whether Government is aware that the Mauzadar of Marigaon Mauza, Nowgong District, Shri Ghana Kanta Barua has been elected to the office of the president of the Marigaon Block Congress Committee in the last Congress Election and he has been holding the office of the President ?
- (d) Whether any steps have been taken to remove him from that post and if so, what are they ?

Shri Ranendra Basumatari (Minister of State, Revenue)
replied :

149, (a)—No.

(b)—Yes.

(c)—Shri Ghana Kanta Barua, Mauzadar of Marigaon Mauza has been elected as President of Bhurbandha Block Congress Committee in the last Congress Election and he has been holding this office till now.

(d)—No.

Shri Dulal Chandra Barua—May I know whether the appointment of Mouzadars is made only on the basis of Party affiliation and not on merit ?

Shri Ranendra Basumatari—No, Sir.

Shri Pitsing Konwer—Whether it is a fact that this Mouzadar exercised some influence on the Government Officers and avoided payment of revenue to the Government ?

Shri Ranendra Basumatari—He has already deposited revenue to the tune of Rs. 94,923.65 p.

Shri Gaurisankar Bhattacharyya—Out of an arrear of how much ?

Shri Ranendra Basumatari—That figure is not with me at the moment.

Shri Dulal Chandra Barua—Then are we to understand that only 1/5th or 1/10th of the revenue has been deposited and the balance is in arrear ?

Shri Ranendra Basumatari—I will supply the information.

Re : Cultivable Forest Land in Cachar District

Shri Tazamul Ali Laskar asked :

* 150. Will the Minister-in-charge of Forests be pleased to state—

(a) How much cultivable Reserved Forest lands are lying vaccant in Cachar District ?

(b) Did the Government make any survey? If done, what is its result?

(c) If it is not done, is there any plan for doing it early?

Shri Kamakhaya Prasad Tripathi (Minister, Finance) replied :

150. (a)—There is no cultivable Reserved Forest land lying vacant.

(b)—Does not arise.

(c)—Does not arise.

Re : Extension of Neghriting Rongagora Bund to Dhansirimukh

Shri Narendra Nath Sarma asked :

*151. Will the Minister-in-charge of Public Works Department (Embankment and Drainage) be pleased to state—

(a) Whether Government received several representations during the last several years for extension of Neghriting Rongagora bund to Dhansirimukh?

(b) If so, whether Government will be pleased to extend the said bund at an early date?

Shri Mahendra Mohan Choudhury (Minister, Flood Control, etc.) replied :

151. (a)—Yes.

(b)—There is no such proposal with this Department at present.

QUESTIONS AND ANSWERS

UNSTARRED QUESTIONS

Re : Proposal for diversion of North Trunk Road via Lower Gabrughat.

Shri Mahikanta Das asked :

89. Will the Minister in-charge of P. W. D. (R. & B.) be pleased to state—

(a) Whether there is any proposal for diverting North Trunk Road via Lower Gabrughat ?

(b) If so, at what stage the proposal stands now ?

Shri Altaf Hossain Mazumder [Minister of State, P. W. D. (R. & B.)] replied :

89. (a) Yes, a proposal is under consideration.

(b) The proposal was submitted to the Government of India for technical and financial scrutiny, who have asked for further technical and financial details and other informations.

Re : Half down Roads in Sibsagar Subdivision

Shri Durgeswar Saikia asked :

90. Will the Minister of P.W.D. (R. & B.) be pleased to state—

- (a) Whether it is a fact that there are half done roads in the Sibsagar Subdivision ?
- (b) If so, what are the names ?
- (c) Whether Government propose to complete the roads within 1968 ?
- (d) If not, why ?

Shri Altaf Hossain Mazumder [Minister of State, P. W. D. (R. & B.)] replied :

90 (a) & (b) There are some roads under construction or improvement under different approved schemes the works of which are either in progress or nearing completion. The names of the roads are as follows :

- (1) Improving Nazira Ali.
 - (2) Improving Kachumari Road from Moranhat to Bonomali Tea Estate.
 - (3) Improving further portion of Nahor Ali out of remaining length.
 - (4) Improving Sonari-Namtola Mon Road.
 - (5) Improving Balenbari Road.
 - (6) Improving remaining portion of Namtidole Ali from 2/4F to Ladaigarh.
 - (7) Improving old Netai Ali.
 - (8) Construction of Approach road at level crossing at Borhat.
 - (9) Metalling and surfacing Dhodar Ali, from mile 97/4F to 101/4F.
- (c) Efforts will be made to complete the roads before the end of 1968, excepting Sonari-Namtola Mon Road.

(d) Does not arise.

Re : **Simlaguri-Bhabanipur P.W.D. Road**

Shri Prabhat Narayan Choudhury asked :

91. Will the Minister-in-charge of P. W. D. (R. & B.) be pleased to state—

(a) Whether the Government will be pleased to improve the Simlaguri-Bhabanipur P.W.D. road to the National Highway Standard ?

(b) How many miles will be shortened from Barpeta Road to Gauhati if the above P. W. D. Road is brought to National Highway standard ?

Shri Altaf Hossain Mazumder (Minister of State, P. W. D. (R. & B.)) replied ;

91: (a) There is no such proposal at present.

(b) Approximately by 3.73 miles

Re : **Winter Season Bamboo bridge over Baralia River**

Shri Maneswar Boro asked :

92. Will the Minister-in-charge of P. W. D. (R. & B.) be pleased to state—

(a) Whether it is a fact that a Winter Season Bamboo bridge was constructed over the Baralia river on the Kachubari-Nowkata-Patharighat Road under Tamulpur Section in Rangia Sub-division ?

(b) Whether it is a fact that this bridge has been constructed very badly ?

(c) What is the report of the Sectional Officer and the Mohorar regarding this bridge ?

(d) Who took measurement and who passed the bill for final payment ?

(e) What amount was sanctioned for this bridge ?

(f) Who was the Contractor ?

Shri Altaf Hossain Mazumder [Minister of State, P.W.D. (R. & B.)] replied :

92. (a) — Yes.

(b)—No, it is not a fact.

(c)—The report was about certain defects found while execution of the work. The defects were later-on rectified by the contractor himself when pointed out before completion of the bridge and before it was finally accepted and measured.

(d)—S.D.O., P.W.D. Rangiya Subdivision recorded the measurement, prepared the bill which was later-on passed by Executive Engineer, North Kamrup division.

(e)—Rupees 3,790.00.

(f)—Sri Tanu Ram Halai.

Rs : Winter Season Bamboo Bridges over Pagladiya River

Shri Maneswar Boro asked :

93. Will the Minister, P.W.D. (R & B) be pleased to state—

(a) Whether it is a fact that the Government have to construct Winter Season Bamboo Bridges over the Pagladiya River at Goalbilghat of Tamulpur-Dhamdhama Road and Tamulpur-Goreswar Road every year since 1964 ?

(b) If so what is the total amount so far spent uptill this Winter season bridges since 1964 upto date (to be shown bridge-wise separately).

Shri Altaf Hossain Mazumder [Minister of State, P.W.D. (R. and B.)] replied :

93. (a) —Yes

(b)—Total amount spent so far since 1964 for construction of the cold Weather Bridges are as follows :—

(1) At Goalbilghat on Dhamdhama-Tamulpur Road is Rs. 41,460.

(2) At Belbarighat on Tamulpur-Goreswar Road is Rs. 22,204

Re: Social Welfare Centres within Abhayapuri Police Station

Shri Mathura Mohan Sinha asked :

৯৪। সমাজ কল্যাণ বিভাগৰ মন্ত্রী মহোদয়ে অনুগ্রহ কৰি জনাবনে—

(ক) গোৱালপাৰা জিলাৰ অভয়াপুৰী পুলিচ থানাৰ অন্তৰ্গত কিছুমান সমাজ কল্যাণ কেন্দ্ৰ আছে চৰকাৰে জানেনে?

(খ) যদি সেয়ে হয়, তেনেহলে তাত কিমান কেন্দ্ৰ আছে আৰু কোনে সেই কেন্দ্ৰবোৰ পৰিচালনা কৰে?

(গ) ৰাজ্য চৰকাৰে সেই কেন্দ্ৰবোৰক কিমান আৰ্থিক অনুদান দিয়ে?

(ঘ) ৰাজ্য চৰকাৰে অসম সমাজ কল্যাণ উপাদেষ্ঠা সমিতিক কোনো অনুদান নি দিয়াৰ কাৰণে কেন্দ্ৰৰ কৰ্মীবোৰ নিয়মিত সময়ত দৰ্মহা নোপোৱাৰ কথাটো সঁচনে?

সমাজ কল্যাণ বিভাগৰ ৰাজ্যিক মন্ত্রী শ্ৰীমতী পদ্মকুমাৰী গোস্বাইয়ে উত্তৰ দিছে :

৯৪। (ক)—হয়।

(খ) - বর্তমানে পাঁচটা কেন্দ্র চলি আছে আৰু কেন্দ্রবোৰ ভাৰতীয় মহিলা সমিতিয়ে পৰিচালনা কৰে।

(গ)—ৰাজ্য চৰকাৰে এনে ব্যয়ত ভাগ লোৱাৰ কোনো কথা নাই। অনুমেদিত প্ৰথা মতে এনে ব্যয়ৰ শতকৰা ৭৫ ভাগ কেন্দ্ৰীয় সমাজ কল্যাণ বোৰ্ডে বহন কৰে আৰু বাকী ২৫ ভাগ অনুষ্ঠানে স্থানীয়ভাৱে সংগ্ৰহ কৰি লব লাগে।

(ঘ)—নহয়। আগৰ (গ) প্ৰশ্নৰ উত্তৰৰ পৰা স্পষ্ট হৈ উঠিছে যে ৰাজ্য চৰকাৰে এই বিষয়ত ব্যয়ৰ সংশ্লিষ্ট গ্ৰহণ কৰাৰ প্ৰণালী নুঠ।

Further information on Starred Question No. 148

Re : Payment of Compensation for Acquisition of Land in Missamari Mouza,

Shri Kamakhya Prasad Tripathi (Minister, Finance for Minister, Revenue) : With regard to question No. 143, Sir, I have now found out the names of all those to whom compensation was paid. I may now place the list on the table of the House.

Mr. Speaker : Yes.

Voting on Demands for Grants

Voting on Demands for Grants

Demand No. 46—“50 Public Works, etc.
(Excluding Establishment and Tools & Plant)

Shri Altaf Hossain Mazumdar (Minister of State, P. W. D, R & B) : Mr. Speaker, Sir, in course of the discussions of the Cut Motions relating to Grant No. 46 more than 15 eminent Members from both sides of the House have been pleased to take part and to devote a good deal of their time and attention. I am very much thankful to them because some of them have given some very valuable

for the improvement of the roads, bridges and the working of the whole department. Now I express my heartfelt thanks for the keen interest they have shown and for offering some constructive criticisms also. It is but natural that the department like the P. W. D. will draw the attention of all the Hon. Members of the House because it is a department which serves the public on the roads, on the bridges, on the ferries and on the public buildings. So wherever we step in this P. W. D. is giving the service. So naturally, Sir, the minutest failure of this department immediately draws the attention of all of us as we have occasions to see the works of this department for a good deal of time. I agree, rather unhesitatingly, that the working of this department needs further improvement. One factor that has engaged the attention of the Hon. Members is about the maintenance of the roads. I agree Sir, that this should be further improved, and we also desire that this should be done. But at the same time I think it would be fair to place before the House the difficulties that have been standing on our way of fulfilment of our desires. Just to cite an instance, Sir, there are about eight thousand miles of State roads in the Plains area. Now if we want to maintain the roads as per standard, then about one crore of rupees are required to pay the labourers, if one man is utilised per mile per day on an average, In that case we will have to maintain eight thousand master-roll labourers. The cost of the labour rates have gone up these days. Now, it is Rs. 3.25 paise, Apart from that there are bridges, culverts and buildings etc. to be looked after. Not only that. Collection, distribution and spreading of the gravels and resurfacing of roads etc. are also there If we take a modest estimate, for maintenance of the roads the cost comes to Rs.3750/- per mile per year on the average and on this estimate our annual requirement is about Rs. 3 crores. But the budget provision is only Rs. 2. 3. crores for this purpose. So, Sir, naturally you will appreciate that the desire of the department is there to improve the roads further and particularly maintenance of the

gravel roads. But unfortunately for us the funds at our disposal do not permit us to do so, though we ourselves desire. Apart from that another factor is also there. The roads were not designed for the present heavy traffic they are to meet to-day. So I am sure you will appreciate the causes of our failure to maintain the roads, at times, at the desired standard. Another point has been raised by the Hon. Member Shri Maul Chandra Barua when he wanted to know about the final sanctioned amount by the Government of India on Border roads. I would like to give these figures. For the current year, the amount finally sanctioned by the Government of India for Border roads are :

Indo-Pak Border road ... Rs. 107 lakhs

Other Border roads ... Rs. 221 lakhs.

Though allotment of more funds by Government of India will be welcome, at the moment we find this is the amount so far given by the Government of India on this account. Besides there will be an expenditure of Rs. 119 lakhs on lateral roads on Government of India's account. They have also granted Rs. 415 lakhs for National Highway works original and Rs. 44 lakhs for National Highway repairs. Another point was raised about the Audit Notes. The Department has explained the detailed position to the Audit as also to the Public Accounts Committee. Wherever lapses and failures are found steps will definitely be taken by the Department against any individual found responsible for any lapses.

Most of the Hon. Members referred to about corruption in the Department. Well, I will not say that there is no corruption, and even if I say so, it will not be correct. I agree with the Hon. Leader of the Opposition, Shri Gourisankar Bhattacharya that our efforts must be there to see that the corrupt persons are not allowed to go unchecked. Because if we do so that will, apart from other consequences, dampen the spirit of the honest officers. So, I can assure

the Hon. Members that Government will surely take action against such delinquent officers. As a matter of fact, whenever any allegation comes to the notice of the Government, we do not allow to go such allegations unenquired. I would therefore request the Hon. Members that whenever any case of corrupt practices comes to their notice, they would kindly pass on the information either to the department or to me. Of course you will quite appreciate that it is not always possible to keep the names of the persons giving information undisclosed. But I can assure the Hon. Members that I as the Minister of the department say that necessary secrecy of the names of informants will always be maintained wherever will be and at the same time we will not be lagging behind in taking actions against the delinquents. Because I feel that we should ruthlessly put down all sorts of corruptions in the department otherwise the honest and sincere officers of the department will have no initiative to work.

Now about the delay in construction of bridges etc. Sir, I would not deny that there is some delay. This is of course a fact, and in construction of bridges sometimes some delay occurs. But there are also reasons for such delay which I want the Hon. Members to appreciate. One of these is the inadequate hydrological data available for design of the permanent bridges. It takes time to finalise the designing after collecting hydraulical data spread over few years. Such delay causes consequent extra cost due to continued rise in prices of materials and labour cannot be helped at times. Then the names of certain specific bridges have been referred by some of the Hon. Members and stated that the conditions of the Bhogdoi and the Dwarika bridges are not good. These bridges are good. These permanent bridges have been constructed very recently on sound engineering principles. In respect of the apprehension expressed by the hon. member I would say that the condition of the bridges are good. Regarding collapse of certain bridges we ourselves are sorry and unhappy. We are trying to find out where is the

wrong and I as a Minister, Sir, I will surely try to remove the defects in future. Matijuri bridge reconstruction has started and we have given to Assam Govt. Construction Corporation and they are carrying on their work. About the functioning of Construction Corporation some dissatisfaction has been expressed. The whole idea of bringing about this organisation was that it should gradually acquire the technical knowledge and working capacity to handle big bridges. To execute big bridges, naturally we will have to rely on the outside till it develops and it is for this purpose it has been started. As regards this bridge enquiry, report has been submitted and the explanation of some officers have been called and after receipt of their explanation it will be dealt with by the Govt. and it may be placed before the House in due course. As regards our efforts for obtaining funds from the Govt. of India we can assure you Sir, we are making all efforts to obtain funds from the Govt. of India for further improvement of our roads. The Hon. Member, Shri Dulal Ch. Barua was very right when he has pointed out that the road from Shillong to Jowai Badarpur took unduly long time and that has been the only road link with the Capital and the District of Cachar. Now, Sir, this road has been constructed with the adhoc grants from the Govt. of India. Now the Govt. of India has asked us to submit the estimate and we have submitted the estimate amounting to Rs. 23 lakhs for the miles 118 to 132 and we expect to get the sanction for other sectors of the road from the Govt. of India, Apart from that I personally took it up with the Minister of Transports, Govt. of India in Delhi and elsewhere and emphasised the need of the improvement of the road which has been pointed out by the Hon. Member, Shri Barua. I am thankful to Mr. Barua that he has taken interest in the roads of Cachar and he has not confined himself to his own district. The hon member, Shri Jadu Bhuyan, also felt and expressed to me that the Cachar roads should be improved. Of course we are trying

for the development of the whole State. Apart from the question of Cachar District only, we also want that no district should be left behind in the road development. Because we want the overall development of the province. It has been pointed out by Shri Dulal Ch. Barua that the road communication in Assam is worst. Sir, there is some element of truth in it but I do not agree it to be worst. The roads of Assam require improvement. Of course this is a question of opinion. I am not in a position to agree because in some other States we have seen that the roads are much worse than we have here.

Shri Dulal Ch. Barua : I have passed this remark not on the vague basis but on a very sound basis. As I have got some personal knowledge about it:

Shri Altaf Hossain Mazumdar : So far as the question of Assam road is concerned the construction charge is very high. Because in certain places due to difficult terrain and in some places there are bridges and culverts almost in every miles. There may be 4 or 5 bridges or culverts but in Northern India you will find about 100 miles without any major bridge and culvert. So far as this whole region is concerned the cost of construction of road is very high. As regards the National Highway the hon. member has been pleased to point out that the condition is not satisfactory but I would repeat what Hon'ble member Mrs Pranita Talukdar has said that it is satisfactory.

As regards the information goes, Road communication in Assam, is much better than in many other States. It is due to improved road conditions in Assam that intensity of traffic has developed at a rapid pace. Now-a-days, goods come in and go out of Assam by land routes in heavy Land trucks and also Truck trailer combinations.

These roads were originally not meant for such heavy traffic. Unless we are in a position to improve these roads, difficulties

we will have to face. If proper finance is placed the P.W.D. is quite capable to improve these roads. There might be failure here and there because human element is there

As regards the question pointed out by hon. member, Shri Rathindra Nath Sen regarding the construction of Poamara Bridge was so long held up, as the contractors to whom the work was allotted failed to do the work, and rather created some difficulties. However, arrangements have since been made to get the work done through A.G.C.C. and the negotiation is in its final stage. As regards the Dibru-Sonari Barisuit ferry from time to time we received complaints against them. We called for enquiry report to the Deputy Commissioner & the matter was dealt accordingly. As regards the question pointed out by Shri Moneswar Boro, M.L.A. regarding Dibrugarh-Sonari-Barisuit Ferry, Deputy Commissioner, Dibrugarh was asked to stop illegal plying of boats. Action was taken against the lessee for the accident. As to Silapathar Road, the local officers are being directed to pay attention to improve the condition of the road. Honourable member Shri Sen pointed out that Engineed Mar Boat ferry should not be introduced at Lengai ferry whereas a large section of the people say that why in this present age they should not be provided with Engine fitted ferry.

A large section of the people complained that why in this ferry engine fitted Motor Boat was not provided to ply and some are of the view that this should not be introduced here.

Shri Rathindra Nath Sen : Sir, may I point out that Panchayat people met the hon Minister with M. L. As and other leaders and demanded that in view of the suffering of the common people, Motor Ferry Boats should not be introduced there. Just to fulfil the wishes of the people, I have met the Minister in this connection.

Shri Altaf Hossain Mazumder : Sir, I agree with the Hon'ble member Mr. Sen that some people met me when I had been to

Karimganj and they told me that the Motor engine filled Boat should not be introduced. We are examining the matter.

Shri Rathindra Nath Sen : Sir, may I point out that when there was a Motor Ferry system, the bid was Rs. 18 000/- but when Motor Engine Boat was introduced, the bid is raised to Rs. 18,600/-. Why the Contractors are allowed to squeeze poor public like this ?

Shri Altaf Hossain Mazumder : The matter will be examined. The whole question is after all, we are in a democratic State. We may have failures in certain matters and may have differences of opinions, as human elements is there. One Hon. Member has been pleased to mention that we should not further construct timber bridges. I also agree with him in this matter because timbers do not last long. But we are constructing timber bridges and construction of timber bridges will continue so long as we do not have the funds to construct concrete bridges at a time. We are not in a position now to construct concrete bridges, everywhere due to paucity of funds. We shall try in future to construct concrete bridges if sufficient fund is allotted to us. Now, let me tell you that in a public meeting one person said that the P.W.D. do not understand the ordinary arithmetic then, I had to stand up and tell that we P.W.D, understands this ordinary arithmetic. But P. W. D. has got to keep all the bridges Trafficable throughout the State with less funds and they are compelled to build timber bridges. People complain that why all P:W.D. contracts should not be entrusted to Sramik Bahinis but unfortunately, Sramik, Bahinis as it is now are not capable to execute all the works of P. W. D. Sometimes, the Sramik Bahinis are registered when they are recommended by the leading public leaders including M.L. As.

Shri Dulal Chandra Barua : Sir, what about the recommendations of the Estimates Committee ? In the 12th. report of the

Estimates Committee, many recommendations were forwarded to the Govt. but nothing has been taken into account. All these recommendations are to be taken. Govt. should take the guiding line in preparing budget.

Shri Altaf Hussain Mazumdar : Sir, Sramik Bahinis recommended by members of the Assembly and leading public Leaders are also registered but sometimes the Sramik Bahinis such recommended are found to be not genuine. We shall surely entrust work on Sramik Bahinis if they are genuine and are capable to execute the work.

Shri Rothindranath Sen : Sir, I would rather like that this responsibility rest with the department concerned and no recommendation from the public leaders will be taken into consideration. This is just being putting blame on us.

Shri Altaf Hussain Mazumdar : If the Hon. Members so desire, I agree.

Shri Gaurisankar Bhattacharyya : Sir, may I intervene and suggest that as there is a State Advisory Committee under the Sramik Bahini Act and in view of the recommendation of the Estimates Committee" will it not be appropriate if a meeting of the State Advisory meeting be convened immediately just after the session of the Assembly and review the entire facts.

Shri Altaf Hussain Mazumdar : We will try to convene one. Shri Sen is right to some extent in saying that recommendation of the elected representatives should not be taken into consideration, it should rest entirely on department concerned. We may introduce some other agreed method also. Some of the roads were sanctioned during the 3rd. Five year Plan, without bridges etc. and that was due to paucity of funds, and these could not be completed Culverts and bridges were to be constructed later on. I may tell the Hon. Members

that the meeting of the Road Communication Board is going to be held tomorrow and there, it will be decided what principle we should adopt. Regarding the local boards roads, we are not in a position to do anything as we have no money on that accounts. Unless we are given sufficient funds, for that, we cannot do anything at the moment. I may tell the Hon. Member Shri Patwary that the Road Communication Board Meeting will be held tomorrow. There, the principles to be followed by the Road Communication will be discussed and finalised in the Road Communication Board. Hon'ble member Shri Patwary said that I draw the Mangaldoi programme as advised by Tongla's president. It is not correct I could not visit all the roads because I had to go to another place to inspect some roads urgently and moreover, it was not in my programme to visit the road which Hon'ble member Shri Patwary referred to. Hon'ble members know whenever I visit any place I first of all enquire about the local M. L. A. so that they may meet me and give their views.

Sir, one point has been raised by Hon'ble member Shrimati Pranita Talukdar that the lateral road from Beriesly, which meets the National Highway should be extended by a fresh alignment on the Northern Boundary of the Kamrup district. This lateral road was constructed by the Government of India on its own alignment and it is entirely the responsibility of the Government of India to develop it according to their choice. However, as Shrimati Talukder has suggested, we will consider the matter and if it is found necessary we will bring to the notice of the Government of India for construction. Another Hon. Member raised a question about earth work. No earth work is ordinarily done during rainy season, by PWD and compared to other States the working season here is very short. We get very little time. As a matter of fact when rain comes, the P.W. Department do not allow the earth work to continue.

Hon. Member, Shri Lakshyadhar Choudhury brought an allegation about showing undue favour to the Lahoty Company in the matter of boulder collections for the Guide Bund of Hell River. I think I should inform the House the correct position which has been furnished by the deptt. regarding this allegation. I can assure the House that no undue favour was shown to this firm either by the Government or by the P.W. Department, the Firm got the work by open competition. As to the exemption of royalty, the fact is this that all stones, sands, etc, were collected for Government works free of Forest Royalty before December, 1965. Since the stones and sands were collected for Government works, the rates for collection were fixed free of Forest Royalty and the works allotted accordingly, with payment of royalty the value of work goes high. In this case tenders were settled before December, 1965 where condition of the contract was that the contractors will collect boulders free of Forest Royalty and free permits were issued accordingly, as usual. While the work was in progress, the Government decided that royalty should be paid for these Forest produces for Government work also. As such, for the works in progress rates for which were free of forest royalty, the Department had to pay Forest Royalty separately. As the Executive Engineer was in doubt, he recovered the amount so paid to the Forest Department from the Contractor's bill. The amount so realised was released by the Government after taking advice from the Legal Remembrancer, as the rate of the Contractor did not include forest royalty.

Shri Lakshyadhar Choudhury— There was no question of refunding the royalty. The royalty was exempted as the firm made some donation to the Congress fund, the amount being Rs. 50,000 or so.

Shri Altaf Hossain Mazumder— Sir, I have no information if this firm donated some money to the Congress Fund.

After all everybody has got the liberty to donate to any political fund. So far I know, royalty was exempted according to the terms of contract, which was entered before in 1965. According to the terms of the contract, the contractor should have got the stones and sands free of royalty and when later on Government decided to take royalty for forest produces used for Government works also, the cost of the work rose up, and the royalty deducted from the contractor's bill was refunded after taking the legal advice. There was no way out than to abide by the legal advice.

Shri Dulal Chandra Barua—Sir, this question which has been raised by my learned friend Shri Lakshyadhar Choudhury was discussed, if I remember aright in the last Budget Session also and at that time the Chief Minister also directly or indirectly replied in the same line as the Hon. Minister is now telling. The actual fact is that the matter is straightened up on the advice of the Legal Remembrancer, after we raised the question here not before it. The regularisation is done after we discussed the matter here.

Shri Altaf Hossain : Mazumder Sir it is not the question of regularisation. It is entirely a question of terms of the contract. Before 1965 the terms of the contract was that the contractors had to collect stones and sands free of royalty, and during the pendency of the contract whether the terms of the contract could be altered. This is the whole point.

Shri Dulal Chandra Barua : The Hon Minister is giving such kind of defence because he belongs to that party. He is a youngman like us and he should see things from proper perspective. My information is that even his own Department objected to it, but they have been compelled by political pressure to agree to the proposal.

Shri Lakshyadhar Choudhury : Sir, will the Minister place all the papers on the table of the House ?

Shri Altaf Hossain Mazumder : Sir, everybody has got the right to express any opinion. What I am telling before this House is the fact obtained from department whether one accepts it or not, it is entirely a different thing.

Shri Dulal Chandra Barua : Sir, we should get all the documents relating to the agreement. I request, rather demand, from the Hon. Minister for P.W.D. that all papers relating to the contract be placed on the table of the House.

Mr. Deputy Speaker : You will place the papers before me.

Shri Rathindra Nath Sen : Sir as the Hon. Minister has categorically stated that no undue favour was shown to any firm. On the basis of his statement we want that the terms and conditions of the contract and all connected papers to satisfy ourselves that what has been alleged by Shri Baruah and Choudhuri is wrong and the Minister is right. If it is found that we are correct, the Hon. Minister shall have to resign because of the statement.

Shri Altaf Hossain Mazumder : Sir, this question regarding placing of papers on table of the House arose on an earlier occasion also. The convention is that these are to be placed to the Hon. Speaker and certainly there will be no objection from the Department to place the agreement before the Speaker.

Sir, a point has been raised about the Matanga Guide Bund in 23rd mile of Darranga Rangia road. This road was sanctioned by the Director General of Border Roads as the road was improved and bridges and protection works constructed out of Border Road Funds and it was constructed as per estimated provision sanctioned by the Director General of Border Roads. The Bund was, however partially damaged during the high floods of July, 1957 and that has been set right.

Shri Lakshyadhar Choudhury : Whether the present officer of the P.W.D. remarked in the presence of P.W.D. officials and public that this Matanga Bund was constructed at a huge expenditure and it could have been done with Rs. 5 lakhs.

Shri Altaf Hossain Mazumder : I can tell you Sir, that I have not come across any such remark as has been alleged by the Hon. Member.

Shri Lakshyadhar Choudhury : There is something rotten in your Denmark.

Shri Altaf Hossain Mazumder : If there is anything rotten, certainly we will see to remove it.

Sir, it has been alleged that there were malpractices in purchases of P.W.D. materials. I can tell the House that there was no malpractices. The purchases are made on the advice of the Purchase Board which is an advisory body and purchases are done within the scope of recommendations made by the Purchase Board.

Shri Lakshyadhar Choudhury : Some fire fighting engines, 15 or 16 have been bought by the Executive Engineer, and kept unused at Gauhati.

Shri Altaf Hussain Mazumder Sir, for work in the hill areas we require water tankers. As you know in plains road, road work is done with the water that is available at the roadside, but in hill roads, as water is not available, we have to depend on tankers. As a matter of fact 5 tankers were purchased and as the Hon. Member has pointed out, these tankers were kept at Gauhati. You will appreciate that these tankers and other equipment cannot be used throughout 365 days of the year. They are used only when it is necessary. For that it cannot be said that there is no use of the tankers.

The water tankers have been purchased by Government for lateral road also and have been used by the Govt. of India according to their need. Another point about crushers is raised. Crushers are used for making stones and chips where necessary. It has been alleged that hard-crust in National Highway has shown some deterioration. There is no such information. Hard-crust in National Highway No. 31 has shown sign of deterioration in some stretches and the causes of these are being investigated.

Shri Lakshyadhar Choudhury : There was some deterioration near Ahhayapuri. A Departmental enquiry is made and the enquiry report is suppressed as this is connected with the ex-Minister.

Shri Altaf Hossain Mazumder : One main reason for such deterioration is that if the road is not sufficiently high over high flood level, the earth surface under boulder soling gets soaked and the boulders partially sink in those soaked subsoil under heavy traffic which causes corresponding signs of deterioration at the top of the surface. However, wherever there is deterioration we will look into it and we will examine more thoroughly, as the Hon. Member has pointed out. I can tell the House, that there is no suppression. Whether an ex-Minister or anybody connected or not with it, no suppression has been made.

We have come across various allegations against the Department, but on enquiry it is found that most of them are not based on facts, and as a matter of fact I can tell the House that there is no suppression on the part of the Government.

Now about Barama Subdivision. That has been abolished on completion of National Highway works. When the work was complete, it was not advisable that it should be there. It is not the question of taking it to another place.

Regarding the overbridge at Jagiroad, the crossing is on National Highway No. 37 and the matter has been taken up with the Government of India. They have asked for certain details and we have furnished the details to the Govt. of India.

About Pancharatna Joghopa Ferry it is on the National Highway. It is true that the present arrangement is inadequate. There two Twin Hull Ferries are Plying regularly. There are Engine driven marboats as standby which are used when necessary. Besides, some six barges supplied by the Government of India are there and those can be used whenever necessary. All the ferries in the Brahmaputra will however be transferred to the Transport Department from 1st April, 1968.

Shri Kandarpa Narayan Banikya—Whether people of the North bank and Goalpara Subdivision are to cross by the ferries standing like cattle.

Shri Altaf Hossain Mazumder—Well, Sir, I do not agree that they have to come like cattle. Of course if a bridge would have been there, it would have been more convenient.

Shri Kandarpa Narayan Banikya—Sir, as there is one ferry, we have to wait standing for hours and hours together. So I would request the Government to make some permanent arrangement to alleviate the difficulties of the people, by constructing bridge.

Mr. Deputy Speaker—Let us finish. If he is intervened it will take more time of the House.

Shri Altaf Hussain Mazumder—What of course Shri Banikya has said is right. There is no doubt that bridges, as you know, it depends upon the course of the river and all Hon. Members know about the behaviour

of the Brahmaputra. If a bridge is constructed, it has to be shifted along with the course of the river.

Sir, about transfer of gravel from one road to another, this is done sometimes as demanded by circumstances from one road to another. It is not that it has been taken away. We have taken it due to emergency of the circumstances.

Sir, as regards the Bahmura bridge, it was damaged due to heavy scour of the bed on account of collection of water-hyacinth by heavy floods. Now the E&D Department is examining the proposal to divert the channel. So naturally our decision to reconstruct the bridge has been delayed. Unless it is decided by the E&D Department regarding the diversion of the channel finally it will not be possible to reconstruct the bridge. If the E. & D. Deptt. diverts the channel to some other place and we construct the bridge at the present site then there will be wastage. Sir, I would like to cut short. Some references were made about the road length. The current position of the road length is indicated below:

1. At the end of the 1st five-year plan 12756.66 km including 1171.91 km of National Highway and 1643.85 km of Bridle Path.

2. At the end of the Second five-year plan-13265.39 km including 1192.51 km of National Highway and 1484.42 km of bridge path.

3. At the end of the third five-year Plan-20120.21 km including 1369.54 km of National Highway and 1440.13 km of bridge path.

At the end of March, 1967, the total road length was 25012.32 km including 1370.10 km of National Highway and 1440.11 km of Bridle path. That is the figure Sir.

Now I would just place one fact which has been stated by some Hon'ble Members about corruption amongst the officials of the public works Department; but, Sir, if we take into account the difficulties, and the inadequacy of funds under which the P.W.D Officers working, we must appreciate them and some officers are going very good work. In castigating corrupt officers we should not lose sight of the fact that there are honest and good officers who are doing fine work. There are corrupt officers not only in the P.W.D. but in other departments also, who should be dealt severely. But we must have a few good words and appreciation for the good work done by the officials, the workers and the labourers on the road. It is through their persistent efforts that we have been able to keep the roads running inspite of financial difficulties. Let us hope that with the improvement in the fund position we will be in a position to make more roads and bridges. I would now request the Hon'ble mover to withdraw his cut motion.

Mr. Deputy Speaker : The Cut motion has been withdrawn. I now put the main question that a sum of Rs. 16,53,71,800, be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending the 31st day of March, 1969, for the administration of the head "50-Public works, etc. (Excluding Establishment and Tools and Plants)."

(The motion was adopted)

Demand No.47—"50 Public Works, etc. (Tools and Plant and Establishment)"

Shri Altaf Hossain Mazumdar : (Minister of State, P.W.D.)
On the recommenation of the Governor of Assam, I beg, Sir, to move that a sum of Rs. 2,69,50,000, be granted to the Minister-in-charge to defray the charges which will come in

course of payment during the year, ending the 31st day of March, 1969, for the administration of the head "50-Public Works, etc. (Tools and Plant and Establishment)."

Mr. Deputy Speaker : No cut motion. I put the question:- "that a sum of Rs. 2,69,50,000, be granted to the Minister in charge to defray the charges, which will come in course of payment during the year ending the 31st day of March 1969 for the administration of the head "50-Public Works, etc. (Tools and Plant and Establishment)."

(The motion was adopted)

Demand No.48.—"53 Ports and pilotage."

Shri Altaf Hossain Mazumdar : (Minister of State, P.W.D.) On the recommendation of the Governor of Assam, I beg, Sir, to move that a sum of Rs. 17,72,300 be granted to the Minister-in-charge to defray the charges which will come in course of payment during the year ending 31st day of March, 1969, for the administration of the head "53.-Ports and Pilotage."

Mr. Deputy Speaker : No cut motion. I put the main question "that a sum of Rs. 17,72,300, be granted to the Minister-in-charge to defray the charge which will come in course of to the payment during the year ending the 31st day of March 1969 for the administration of the head "53.—Ports and Pilotage."

(The motion was adopted)

Demand No. 49 "57 Road and Water Transport Schemes-A-Road Transport Working Expenses."

Shri Prabin Kumar Choudhury (Minister of State, Transport) : Sir, I move grant No. 49.

Mr. Deputy Speaker : Grant moved. There is a cut motion.

Shri Dulal Chandra Barua : Sir, I beg to move the following cut motion : "That the total provision of Rs. 2,46,37,000 under Grant No. 49. Major head "57- Road and Water Transport Schemes-A-Road Transport-I-Working expenses" at pages 375-385 of the Budget, be reduced to Rs. 100, i. e. the amount of the whole grant of Rs. 2,46,37,000 do stand reduced to Rs. 100.

While moving the cut motion under this head, I want to make certain observations. Last year we had allotted funds amounting to 1,98,86,000. This year Govt. is asking for 2,46,37,000 rupees which is twice the last year's amount. Sir, we have repeatedly pointed out that we have no objection to vote any demand under the head provided the department brings in good revenue through efficient administration. But, Sir, we are disappointed to find that most of the money voted is being mis used and the department is not functioning properly to earn more revenue. In this connection I would like to mention that programme of nationalisation of roads was started in the year 1948, but at end of the year 1967 the length of the nationalised routes has increased only to 234 kilometers out of 20,200 kilometers length of motorable roads in the state at the end of third plan that is upto the end of 1966-67.

Therefore, it shows that although this nationalisation of road transport started in the year 1948. What I feel is that the department is not functioning properly and efficiently. Though there is increase in demand for more buses and increase in number of passenger the department is not in a position to earn more revenues, Sir, the gross capital we are investing in the nationalised transport service increased from 1.37 million rupees in 1948 to 33.94 million rupees in 1966.

There is also increasing number of persons employed from 701 in 1948 to 3,910 in 1968; the fleet of vehicles rose from 16 vehicles to 700 and the number of passengers rose to 28,932 and 35200 quintals of goods in 1968 as against 1064 and 8,880 quintals of goods in the year 1948. In respect of profit they have shown that from Rs. 3 million in 1958 it has since declined to 2.1 million in 1960-61 and rose by .67 million in the year 1956-66. Now, from this, it will clearly show that though there is increase in the number of passengers, though there is increase in the number of vehicles, though there is increase in the number of staff and that we are practically spending ten times more than in the year 1968, over the expenditure incurred in 1948 yet the revenue income is most disappointing. In this connection, Sir, I want to draw the attention of the Hon'ble Minister to the Audit Report of 1966 where it has been clearly stated at pages 84, 85, 86, 87, 88 and 89 that only one road has given us profit, that is the Shillong-Gauhati Road but not the other roads. Here, Sir, I would like to mention that the balance sheet which has been prepared by this Department is most defective, and according to my calculation, even the Shillong-Gauhati Road also does not give us any profit. Because while we examined these things in the Public Accounts Committee, we have seen that the Accounts position of this Directorate is horrible. The staff do not know even how to prepare the balance sheet. That is why they have shown the profit only in this road by adding the revenue they are getting from the monopoly of carrying goods by the Department. But in actual practice if we calculate them properly we will find that not even one road in the State is giving us any profit. There was loss of over 1.70 lakhs in Goalpara-Saikhowa Road as against profits of 4.96 lakhs and 5.83 lakhs in the year 1963-64 and 1962-1963 respectively. Sir, out of 8 routes only one road, as I have said, according to them, is giving profit. But when we have calculated, we find that the balance

sheet is prepared in a defective method. So we cannot say that these roads are giving us any profit. Page 84 of the Audit Report will clearly show in what way the profit is declining. Here, I have stated that the roads have been nationalised by this Department have not given us any profit. What I have found in many much cases which will prove my contention. In this connection, I should say that actually there was earning through some short of misappropriation which has been encouraged by the staff, those earning never came up to the mark. And the Audit staff which has been employed to look after these things are not so very sincere in their work.

Sir, I know these things also in the head quarters where there are so many cases which are fit to be refered to the Anti Corruption Branch that lakhs of ruppees have been misappropriated. But no enquiry has been made. In this connection, I like to draw the attention of the Hon'ble Minister that some of the officers who are engaged in detecting cases and when a case has been detected he will forward that case to the head office and it will not be surprising to find that that gentleman forwarding the report transferred to make room for their own man to keep the unholy alliance at the cost of the State Exchequer. I draw the attention of the Minister that this sort of thing should not be allowed to continue. I should say that Government should try to see this things in a proper perspective in order to safeguard the revenue of the State. Therefore, I say that the Accounts Branch of the Directorate should be geard up and there should be zonal accounts office to see the receipts and accounts af the Department properly. I submit that if necessary, specialised trained up men should be deputed as the head of the accounts of this Department. Because I have found that even the Accounts Officer who has been serving there for 15 to 20 years does not know how to prepare the balance sheet and in this way Government

is misleading this august House by showing profit in the Shillong-Gauhati Road.

Sir, apart from that, I want to know one thing. This Department is posted with auditors. But how many cases have been detected during the last two years and how many people have been punished and what action has been taken against those found guilty. That is why in the absence of any positive action on the part of the Government these things have taken place.

Now, coming to the other aspect of the matter. It is quite natural that whenever a proposal for construction of the stations and construction of the waiting sheds or any other development has come to the Govt, the Department is simply forwarding it to the Finance Department and invariably the proposal is rejected on the plea of scarcity of fund. In this connection, I like to mention here that according to the audit report, the shut-down vehicles upto the year 1964-65 are 236. But according to my calculation upto this day, the number of shut-down vehicles in different stations is coming to nearly 532. The shut-down vehicles remain idle and no proper maintenance has so far been made. If you go to Silchar, you will find that 62 buses lying there like giants without any care, any maintenance. When we enquired about them, the reply was that due to lack of maintenance, they are not in a position to ply these vehicles. Recently, when we had been there, we saw just in front of the Circuit House so many vehicles lying idle. I found that they cannot be repaired, therefore, they cannot ply them. Under the circumstances the opening of a divisional central workshop at Silchar need hardly be mentioned here. The Govt. should immediately take up this matter without further delay.

Mr. Deputy Speaker : Is there no Central Workshop there ?

Shri Dulal Chandra Barua—No, Sir. Apart from gearing up the machinery, certain amenities should be provided to the employees.

If proper attention is given to this Deptt. by the Government and proper care is taken by honest and responsible persons then I am sure this Deptt. will earn a lot of revenue. We have heard from the Honourable Finance Minister that they are willing to convert it into a corporation. We have seen the functioning of the Corporation in respect of the State Electricity Board and therefore we are deadly against it. We want that our present organisation should be geared up in proper footing. But Govt. is not taking any interest in it, rather it's interest seems to be only for conversion of the organisation to a corporation, which I consider to be an absurd proposition. As for instance the Silchar Station is earning a lot of money but if you see the Silchar Station, you will find the condition of the Station a horrible one. No place to stand there—not only the the question of the passangers, but there is no place for the Superintendent himself. I am told. for want of seats, the officers of the Transport Deptt. have been assaulted by the passangers. It is an important station where from the supply to Mizo Hills are being carried out. I have been told that a big plot of land has already been acquired by the Govt. long ago for the construction of Silchar Bus Station and Staff quarters. But nothing has so far been done in this regard for which Deputy commissioner Cachar wants to take away the land for other purposes. The Department should take a serious note of it and proper action should be taken for immediate constuction of the Bus station and Staff quarters there. Moreover Governmet should sanction proper staff and other amenities for the Silchar Bus Station immediately. We also view it with grave concern the slackness in respect of the maintainence of the vehicles which are plying on the National Highway. The maintenance is horrible. The

condition of the waiting sheds and other things are also horrible. I do not like to take much time. I would like to touch briefly on some important items. There is a bus line from Bhurbonda ferry ghat. I have been told that there is no place like waiting sheds. It is river side and in the rainy season women with children are to stand on the sandy grounds. I also have the knowledge that corruption is practised there shamelessly. Supposing, a man is willing to purchase two tickets, but actually he is given one ticket and when the journey is on the conductor demands the ticket from him, and issued to him the passenger cannot produce the ticket as the second ticket was not given and he is to pay the fare again. Therefore, it is alleged that they are earning money in two ways. I demand a thorough enquiry into these affairs. I also request the Government to construct waiting sheds in all these places mentioned above.

Apart from that the Nowgong canteen building is a defective one and we had in the past brought to the notice of the Govt. that if a canteen is to be established it must be done properly otherwise it is better not to construct such defective building. When both the busses, express and ordinary come together there is no place to stand in the canteen and therefore I suggest that the canteen building should be reconstructed with proper space. Now I am coming to another aspect that the enforcement branches are to be geared up. I have seen that recruitments are made from the staff who will naturally have some unholy alliances with the conductors and others staff. Therefore I suggest the recruitment in the enforcement branches are to be made specially not from the staff itself. The Minister has also agreed that the Public committees will be formed to see that there is no lapses. Another important aspect I want to touch—this is about the recruitment of bus conductors and drivers. We have seen the behaviour of the drivers and conductors are sometime very harsh. The suggestion from our side will be that after appointment they

are to be sent for some training at least for 1 or 2 months and in this training they are to be taught how to behave with the passengers and their relation with them. (Speaker's bell rang) Only two minutes Sir I have observed another thing that the drivers are very often drunk. They should not be allowed to drink when they are on duty. It should be pointed out to them that it is a crime, playing with the lives of the people. And for this the Superintendent or the Assistant Superintendent should be instructed to strictly check the physical condition of the driver before the departure. I have got experience about this and I have also drawn the pointed attention of the Honourable Minister to this effect. Another important point I must also touch there is no co-ordination between the management and mechanical division of the State Transport. Whenever we go to the management or any technical expert they used to say that we are not having sufficient staff to run these business efficiently. Therefore, if possible the mechanical staff should be increased throughout the State. Lastly I should like to request the Minister in-charge to take over the North Bank road in Dhakuwakana-Ghilamara-Sonari immediately. I should also suggest that there should be a direct State bus from Shillong-Jorhat.

(Mr. Speaker re-occupied the Chair at 11:18 a.m.)

Now another provision is to be made and the Government should declare a policy that the Enforcement Branch and its officers who can detect these things and thereby earn more revenue should get proper recognition and the officers should be promoted to some prize posts. At the same time those Drivers and Mechanics who can maintain their vehicles properly should be awarded some prize. That provision was there but it was discontinued. I suggest that this should be revived so that the sincere employees may get some incentive.

Then Sir, the facilities that are to be provided in the State Transport Stations are not there and the people are living in a horrible condition. There is no accommodation facilities, no medical facilities and other facilities and most of the employees are suffering from T.B. due to unhygienic condition. Sir, the Shillong Station and Jowai station should be immediately improved and the staff should be given proper housing facility, medical facilities and facility for education of their children. Unless we can improve their working condition we cannot give them proper incentive for better work. Sir, this is the only Department which can earn revenue and therefore, its machinery should be properly geared up so that we may achieve our goal.

With these few words I commend my cut motion.

Mr. Speaker : Mr. Barua, could you arrive at any decision regarding sitting in the afternoon? I find that we have some difficulty and therefore, the House will not be able to sit at 2.30 P.M. again. But if you agree, we can sit upto 12 noon.

(The House agreed to sit upto 12 Noon)

* Shri Atul Chandra Goswami—মাননীয় অধ্যক্ষ মহোদয়, মই শ্রীতুলসী বৰুৱা ডাঙৰীয়াৰ কৰ্ত্তন প্ৰস্তাবটো সমৰ্থন কৰি কব খুজিছো যে পৰিবহন বিভাগে বাইজক যিমান খিনি সুবিধা দিব লাগিছিল সিমান সুবিধা দিব পৰা নাই। আজি আমাৰ যিবিলাক লাইনত চৰকাৰী বাচ চলিছে—যেনে নগাওঁ-শিলঘাট, আদি কৰি তাৰ গাড়ীবোৰ start নহয় আৰু গাড়ীৰ ভিতৰতে বৰষুণ পৰিলে ছাতি লব লগীয়া হয়। নগাওঁ মটৰ ষ্টেচনৰ যাত্ৰী থকা ঘৰৰ পায়খানাৰ গোক্ৰান্ত মানুহ থাকিব নোৱাৰে। এই বিভাগৰ কামবোৰ ভালদৰে চলাব পৰা হলে যথেষ্ট লাভ হ'ল হেতেন। কিন্তু এইবিভাগে লাভ কৰিব পৰা নাই। সিদিনা ইয়ালৈ আহোতে নিজে দেখিছো গাড়ীবিলাক লেতেৰা হৈ আছিল। গাড়ীখন চাফচুফ কৰোতে গাড়ী এৰাৰ সময়ত একঘণ্টা দেৱী হৈ গ'ল। আমাৰ গাড়ীবিলাক অতি

* Speech not corrected.

সোনকালে বেয়া হয়। কিয় ইমান সোনকালে বেয়া হয় সেইটো চৰকাৰে চাব লাগে। শ্ৰীতুলাল বৰুৱাই কৈছেই যে নগাওঁত ফেৰী ধৰিবলৈ যোৱা গাড়ীৰ পৰা নামি যাত্ৰী সকল থাকিবলৈ এটা shade নাই। ছিলং আৰু গুৱাহাটী লাইনৰ টিকেট black market হয়। এতিয়া কিছূ কমিছে যদিও সেইটো এতিয়াও চলি আছে। আমাৰ যিবিলাক উপাৰ্জনৰ পথ আছে সেইবিলাক নোলোৱাৰ কাৰণেও উপাৰ্জন কমি গৈছে। গুদামত বস্তু নাইকীয়া হয় বুলিও শুনা যায়। এইবিলাক বিষয়ে চৰকাৰে বিশেষ ভাবে চকু দিব লাগে।

নগাৱৰ পৰা দিফুলৈ বাছ মাঃ এখন দিছে। ইয়াৰ পৰা যাত্ৰী সকলৰ বিশেষ একো লাভ হোৱা নাই। Express বাচখন কুৱৰীটোলত নোবোৱাৰ কাৰণে জখলাবন্ধাকৈকে টিকেট কৰিবলগীয়া হয়। গতিকে Express বাচখন কুৱৰীটোলত বখাৰ ব্যৱস্থা কৰিব লাগে।

আৰু এটা কথাই চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰিব খুজিছে যে ট্ৰেনচপোৰ্টৰ Porter সকলৰ যাত্ৰীৰ মালবস্তু কঢ়িয়াই দিয়াৰ বাবে কোনো বেট নিৰ্দ্ধাৰণ কৰি দিয়া নাই। স্তুবিধা বৃদ্ধি তেওঁলোকে ইচ্ছা অনুযায়ী charge কৰে আৰু তাৰ বাবে যাত্ৰী সকলৰ লগত কাজিয়া পৰ্যন্ত হয়। বেজ বিভাগত যি দৰে তেওঁলোকৰ বেট বান্ধি দিছে তাৰ ব্যৱস্থা হব লাগে আৰু চাইনবোৰ্ড মাৰি porter charge যাত্ৰীয়ে দেখা পোৱাকৈ ৰাখিব লাগে।

Shri Kabir Chandra Roy Pradhani—মাননীয় অধ্যক্ষ মহোদয়, মই পৰিবহন বিভাগৰ বিষয়ে ছুআষাৰ মান কব খোজো। ট্ৰেনচপোৰ্ট বিভাগৰ বিষয়ে কেবাজনো সদস্যই মোৰ আগতে সমালোচনা কৰি গৈছে। মই মাত্ৰ কেইটামান কথাৰ প্ৰতিহে চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰিব খোজো। আমি দেখিছো ট্ৰেনচপোৰ্টৰ বাছ চলা লাইনতো Private বাছ কোনো কোনো লাইনত চলি আছে। ইয়াৰ দ্বাৰা দুটা ক্ষতি হৈছে। Private বাছৰ মালিক সকলৰ বেচি লাভ হৈছে আৰু তেওঁলোকে টেক্স নিদিয়াৰ কাৰণে ৰাজ্যিক পূজিৰ ক্ষতি হৈছে। সেই কাৰণে মই কওঁ যে ধুবুৰীৰ পৰা বাৰ্ফিলৈকে লাইনটো চৰকাৰে নোলোৱাত সেই লাইনৰ আয়ৰ পৰা বঞ্চিত হৈছে, আৰু এই লাইনটো লবৰ বাবে ৰাইজে চৰকাৰক দাবী জনাই আছে। এই লাইনত দিলে ২০খন মান Private বাছ চলে। সেই কাৰণে মই আশা কৰো চৰকাৰে অতি সোনকালে যেন এই লাইনটো

লয়। যিবিলাক লাইনত চৰকাৰী বাছ চলে তাৰ কেবাটাও লাইনত ষ্টেচন নাই। আমি দেখিছো ধুবুৰী ষ্টেচনৰ জিৰণী ঘৰ নাই। Private বাছৰ ভাৰা বেছি আৰু মাইল হিচাবে বেটবো কোনো নিৰ্দ্ধাৰণ নাই। অসমতকৈ বংগ দেশত গাড়ীৰ ভাৰা কম। তাত মাইল প্ৰতি ৬ পইছা একত আমাৰ ইয়াত দহ পইছা।

শিলং অসমৰ ৰাজধানী সেট কাৰণে প্ৰত্যেক জিলাৰ সদৰ ঠাইৰ পৰা direct bus অহাৰ ব্যৱস্থা থাকিব লাগে। আৰু এটা কথা ধুবুৰীৰ পৰা নোৱালপাৰালৈ আহোতে যোগীঘোপাত আৰু পঞ্চবত্ৰত যাত্ৰীসকলে জিৰণী লেভাৰ কোনো ব্যৱস্থা নোহোৱাত বৰ অসুবিধা হয়। ভলপ সময়ৰ বাবে হলেও বৰ অসুবিধা হয়। বিভাগৰ পৰাও একো কৰা নাই। দুই ফালে জিৰণী ঘৰ কৰাৰ ব্যৱস্থা কৰিব লাগে। কেতিয়াবা conductor এ seat নাষ্ট বুলি গাড়ী নবসায়, কিন্তু বাটত যাত্ৰী তোলা-লমোণা কৰা দেখা যায়। টিকেট দিয়েনে নিদিয়ে কব নোৱাৰো। এইবোৰ সৰু কথা হলেও আৱশ্যকীয়া আৰু State revenue affect কৰিছে। ইয়াকে কৈ কৰ্ত্তন প্ৰস্তাবটো সমৰ্থন কৰিছো।

Sri Matilal Nayak : অধ্যক্ষ মহোদয় Transport বিভাগত সিমানে টকা বিচাৰিছে সিমানে নহলেও হয়। Gauhati-Shillong routeত যিবোৰ Tourist taxi আৰু Private taxi চলে সেইবোৰ বন্ধ কৰিব লাগে। কাৰণ সেইবোৰে কম ভাৰাত যাত্ৰী লৈ যায় বাবে ২২.৫০ পয়চা দি Transportত যাত্ৰী নেযায়। Taxi বিলাক ১২/১৫, টকাতো লৈ যায় আমাৰ বহুত সদস্যও সেই taxi বোৰতে ১৫ টকা দি অহাযোৱা কৰে। গতিকে হয় taxi বন্ধ কৰিব লাগে নহয় বাছৰ সংখ্যা বঢ়াই দিব লাগে। যিবোৰ গাড়ী কাৰখানালৈ দিয়ে মাহেকেমাহ তাত পৰি থাকে। গতিকে গাড়ী বোৰ এজন ডাইভাৰত গটাই দিব লাগে যাতে তেওঁ নিজৰ দৰে চায়। তেতিয়া কাৰখানাটো বেচি দিন পৰি থাকিবলৈ নিদিয়া টকাত ১০ পয়চাকৈ যিটো সৰু লগাইছে সেইটো উঠাই দিব লাগে। কাৰণ তাৰ পৰা State revenue বৰ বেচি বঢ়া নাই ইফালে যাত্ৰী সকলৰ অসুবিধা হৈছে। মোৰ বিশেষকৈ ৩টা কথা। ১নং Gauhati - Shillong ৰাস্তাত taxi বন্ধ কৰিব লাগে। ২নং কাৰখানাত পৰি থকা গাড়ীবোৰ হয় ভাল কৰক নহয় বিক্ৰি কৰক আৰু ৩নং গাড়ীবোৰ ডাইভাৰক অন্তত : ২/৩ বছৰলৈকে নিজা কৰি দিয়ক।

Sri Narayan Chandra Bhuyan : অধক্ষ মহোদয়, যাত্ৰী বাহী বাচৰোৱা চৰকাৰৰ হাতলৈ অনাৰ বাবে প্ৰায় ৪ বজাৰ মানুহৰ কৰ্ম সংস্থান হৈছে আৰু তাৰ দ্বাৰা কিছুমান সমস্যা কিছু সমাধান হৈছে। অৱশ্যে পৰিবহন বিভাগত যিমান লভ হব লাগিছিল সিমান হোৱা নাই। যদি ভাগকৈ পৰিচালনা কৰা হয় তেন্তেও নিশ্চয় চাকৰী বাঞ্ছন আৰু লাভ। কিছুদিনৰ ভিতৰত কেইটামান Express line মুকলি কৰাত যাত্ৰীৰ বৰ সুবিধা হৈছে যদিও ঠিক সময়ত মাত্ৰ মেলো গাড়ী নোপোৱাত যাত্ৰীৰ অসুবিধাও হৈছে। আৰু এটা কথা একেখন গাড়ী কেইবছৰলৈকে চলিব লাগে বা পাৰে সেইটোও ঠিক কৰি দিয়া উচিত। আমি জনাত আমাৰ প্ৰদেশত এখন গাড়ী ৮ বছৰলৈকে চলোৱা হয়। কিন্তু আন প্ৰদেশত ৪/৫ বছৰলৈকে এই বাচৰোৱা চলোৱা হয়।

এই বিভাগৰ Engineering শাখাটোৱে ভাল কাম কৰিছে বুলি কব নোৱাৰি। কিছুমান গাড়ী কাৰখানাৰ পৰা অহাৰ পিছতো আনকি গাড়ী চলিবৰ সময়তো বেয়া হয়। অৱশ্যে তেওঁলোকৰো কিছুমান অসুবিধা আছে যেনে spare parts পাবলৈ নাই। আৰু এটা কথা Driver আৰু Conductor সকলে থকা মেলাৰ সুবিধা নোপোৱা কাৰণেও সময় মতে গাড়ী যোৱাত অসুবিধা হয়। যেনে পুৱা ৫ বজাত যাব লগা গাড়ীত Driver আৰু Conductor যদি বহুত দূৰত থাকে তেওঁলোক ঠিক সময়ত পোৱাহি অসুবিধা হব পাৰে। সেই বাবে তেওঁলোকক থকাৰ সুবিধা কৰি দিয়া উচিত। এই Conductor বোৰৰ কিছু অসুবিধাও নোহোৱা নহয়। আনহাতে তেওঁলোক গওগোল নকৰাও নহয়। তেনেকৈও তেওঁলোকক উপযুক্ত শাস্ত দিব লাগে। মই জনাত এজন Conductor ক ৬/৭ বাৰ warning দিয়া হৈছে যদিও কাম কৰিয়ে আছে। এনে কৰাত তেওঁলোকৰ পৰা ভাল কাম পোৱাৰ আশা কৰিব নোৱাৰি।

তেজপুৰ মটৰ ষ্টেচনটো কৰ্ম ঠাইত আছে। তাৰ সম্প্ৰসাৰণৰ কাৰণে আৱশ্যকীয় ঠাই লোৱা আছে। আশা কৰো অতি সোনকালে তেজপুৰ ষ্টেচনটো অভিযোগ কৰা সম্প্ৰসাৰণৰ ব্যৱস্থা চৰকাৰে হাতত লব।

চৰকাৰৰ ফালৰ পৰা কৰ্মচাৰী সকলৰ থকা মেলাৰ সুবিধাৰ কাৰণে ব্যৱস্থা কৰিব লাগে আৰু তেওঁলোকে যাতে ভাল কাম কৰে তাৰ কাৰণে বিশেষভাৱে চকু দিব লাগে। কণ্ট্ৰ'ৰ কাম বহুতে বিচাৰে কাৰণ আজি কালি মানুহৰ ধাৰণা যে এইকামত বহু টকা অৰ্জন কৰিব পাৰি। পৰিবহন বিভাগৰ এই অপচয় বন্ধ কৰিবলৈ বাইৰ

ফাল্গুন পৰা আৰু চৰকাৰৰ ফালৰ পৰা বিশেষ ভাৱে চকুদিব লাগে “কণ্ট্ৰ’ল” বিলাকৰ যথেষ্ট খাটনি আছে সেই কাৰণে তেওঁলোকৰ সা-সুবিধাৰ আৰু জিৰণীৰ ব্যৱস্থা কৰিব লাগে। পইচা খোৱাৰ প্ৰমাণ পালে শাস্তি দিব লাগে। দেখা যায় পইচা খোৱাত ধৰা পৰা বহুতো ‘কণ্ট্ৰ’ল’ৰ শাস্তি হোৱা নাই আৰু কাম কৰিয়ে আছে।

এই প্ৰসঙ্গতে তেজপুৰৰ ষ্টেট ট্ৰাচপ’ৰ অফিচটোৰ সম্প্ৰসাৰণৰ বিষয়ে উল্লেখ কৰা উচিত হ’ব। তাৰ কাৰণে যি মাটী লোৱা আছে তাত সুবিধা জনক ভাৱে ষ্টেচনটোৰ সম্প্ৰসাৰণ কৰিব লাগে। তাৰপিচত যি বিলাক ঠাইত জিৰণী ঘৰ নাই, আৰু সাজিবলৈ প্লেন কৰি এতিয়াও সজা নাই সেইবিলাক অনতিপলমে বাইজৰ সুবিধাৰ কাৰণে সাজিব লাগে বুলি অনুৰোধ জনাও : বিশেষকৈ উত্তৰ লক্ষীমপুৰলৈ যোৱা বাটত এই বছৰতে - গ্ৰিমাণ কাৰ্য্য সম্পূৰ্ণ কৰিব লাগে।

Shi Nameswer Pegu : মই কৰ্ত্তন প্ৰস্তাবটো সম্বন্ধন কৰি কিছু কথা ক’ব খুজিছো। উত্তৰ লক্ষীমপুৰ আৰু ধেমাজি এই দুই অঞ্চলৰ যি বিলাক যাত্ৰী গাড়ীৰে অহাযোৱা কৰে তেওঁলোকৰ দুখ-তুৰ্দীশাৰ সম্পৰ্কত ক’ব খুজিছো। উত্তৰ লক্ষীমপুৰৰ পৰা ধেমাজিহৈ সোণাৰী ঘাটলৈ : উত্তৰলক্ষীমপুৰলৈ যি সকললোক কুৰাখান, ববদলী আৰু গোগামুখৰ পৰা, কচাবী অফিছ আদি attend কৰিবলৈ আহিব লাগে সে বিলাক যাত্ৰীয়ে পাবলিক বাচত অহাযোৱা কৰিব লাগে। পাবলিক বাচবিলাকৰ অবস্থা বেয়া আৰু পাবলিক বাচ বিলাক ঠিক সময়ত নালাল কৰি যাত্ৰিক ঠিক সময়ত পোৱাই দিব নোৱাৰে। কৰ্ট, অফিছ আদি দৰুৱাৰ কামত যোৱা মানুহ বিলাকক দহটা বজাৰ ঠাইত ১২, ১২:১৫ টা বজাত পোৱায়গৈ। তাৰোপৰি এই বাচবিলাকৰ ভাৰা বৰ বেচি। এই সম্পৰ্কত মই প্ৰশ্নও কৰিলো আৰু পৰিবহন বিভাগৰ মন্ত্ৰীক কৈছিলো যে, আপাৰ ক্লাচৰ ভাৰা মাইলত চাব পইচা আৰু লৱাৰ ক্লাচৰ ভাড়া ৩.৫ পইচা হ’ব লাগে। কিন্তু তাৰ একো ব্যৱস্থা হোৱা নাই। লক্ষীমপুৰৰ পৰা চকুৱাখানালৈ প্ৰায় ৪০ মাইল—ইয়াত ৪.৫২ পইচা অৰ্থাৎ মাইলত তিনি গুণতকৈও বেচি হয়। আকৌ গোগামুখলৈ ২.২৮ পইচা। এটা ৫.৩ বেছি এই সম্পৰ্কত মই পৰিবহন মন্ত্ৰীক আপত্তি জনাইছিলো। সেই আপত্তিৰ পত্ৰ বিলাকৰ কপি মোৰ হাতত আছে কপি দিব পাৰিম। বাবে টিকটও আছে মোৰ হাতত যিবিলাকে প্ৰমাণ কৰিব যে খুব ভাৰা বেচি তাৰোপৰি বাচ বিলাকত যিবোৰত ৩.০২ জন ধৰে তাত ৫.০৬ জনকৈ যাত্ৰী তোলে : ‘অভাৱলভ’ৰ কথাই নাই এই কাৰণে কেতিয়াবা দুৰ্ঘটনাৰ ফলত বহু লোক আহত হয়। এই

অসুবিধা বিলাক দূৰ কৰিবলৈ চৰকাৰে পোনকালে উত্তৰলক্ষীমপুৰৰ পৰা সোনা-বীঘাট ; উত্তৰলক্ষীমপুৰৰ পৰা ঢকুৱাখানা এই বাষ্টা ছুটাত 'ষ্টেট ট্ৰেন্সপ'ৰ বাচ দিব লাগে। নহলে এই অঞ্চলৰ যাত্ৰীবিলোকৰ অসুবিধাই নহয় পাবলিক বাচৰ মালক সকলে তেওঁলোকক শোষণো কৰিবলৈ দি থকা হব।

(সময়ৰ সংকেত)

এই বাষ্টা ছুটাত চৰকাৰী বাচ চলাসে চৰকাৰৰ লাভ হব। বাষ্টাৰ ওপৰত দলং আদি নাই বুলি হয়তো চৰকাৰে কব—কিন্তু দেশা যায় এই বাষ্টাবিলাকত ডাঙৰ ডাঙৰ মিলিটেৰী ট্ৰাকবিলাক চলাচল কাৰণেই আছে। কাৰণেই দলং নাইকিয়া, বাষ্টা বেয়া বুলি যেন চৰকাৰে অজুহাত নেদেখুৱাই আৰু বাইজৰ মঙ্গলৰ কাৰণে এই বাষ্টা ছুটাত চৰকাৰী বাচ চলোৱাৰ ব্যৱস্থা কৰে।

(সময়ৰ সংকেত)

যদি এইবিলাক অসুবিধা চৰকাৰে দূৰ কৰিবলৈ চেষ্টা নকৰে তাৰ কাৰণে 'এঞ্জিটেন' হব পাৰে আৰু এনে এঞ্জিটেনলৈ চৰকাৰে বাট চাব নালাগে। ঢকুৱাখানাৰ এখন স্মিটিংত বাইজে এই অসুবিধা দূৰ কৰিবলৈ আলোচনা কৰিছিল। আশাকৰো নতুন বিত্তীয় বছৰৰ আৰম্ভৰ পৰা, এই বাষ্টা ছুটাত চৰকাৰে চৰকাৰী বাচ দিয়াৰ ব্যৱস্থা কৰে। ইয়াকে কৈ কৰ্ত্তন প্ৰস্তাবনে সমৰ্থন কৰিলো।

Shrimati Lily Sengupta : অন্যান্য প্ৰদেশৰ তুলনাত আমাৰ এই ৰাজ্যখনত পৰিবহন ব্যৱস্থা পৰ্যাপ্ত নহয়। গতিকে এই বিভাগক অধিক যোগ্যতা সম্পন্ন কৰিব লাগে। সাধাৰণতে চলন্ত বাছবিলাকত এজন ড্ৰাইভাৰ আৰু এজন কণ্ডাক্টৰ থাকে। ড্ৰাইভাৰ সম্পৰ্কে কবলৈ হলে তেওঁলোকক ভাল বুলি কব পাৰি আৰু কণ্ডাক্টৰজনে টিকট চায়। কাৰণ, আমাৰ ৰাজপথৰ অৱস্থাৰ বিশৃঙ্খলালৈ চাই আজি পৰিমিত তেনে বিশেষ দুৰ্ঘটনা ঘটা নাই ভালৈই চলিছে। যাত্ৰীৰ সুবিধাৰ কাৰণেও কণ্ডাক্টৰজনে চোৱা উচিত। বহুত সময়ত যাত্ৰীৰ অসুবিধা থাকে, সেইবিলাক খবৰ কৰি, গাড়ীৰ খিড়িকী বিলাক বন্ধ আদি কৰাত যাত্ৰীক সহায় কৰিব লাগে প্ৰায়ে ভঙ্গা খিড়িকীবোৰ যাত্ৰীয়ে বন্ধ কৰিব নোৱাৰিলে তেনেই থাকে কণ্ডাক্টৰজনে তাৰ প্ৰতি ক্ৰক্ষেপ নকৰে। তাৰপিচত কণ্ডাক্টৰজনক সহজে চিনিপোৱাকৈ পোছাক পিন্ধি থকাৰ ব্যৱস্থা কৰিব লাগে।

(A voice : ইউনিফৰ্ম লাগে।)

হয় ইউনিফর্ম থাকিলে সুবিধা হয়।

তাবপিছত, দীঘলীয়া পথবিলাকত যেনেকৈ ডিক্ৰগৰৰ পৰা যোৰহাট গুৱাহাটী আদিলৈ আহোতে যাত্ৰীৰ 'লাগেজ' বিলাক বাটত নমাওতে বহুত অসুবিধাৰ সৃষ্টি হয়। কোতিয়াবা কেতিয়াবা আনৰ লাগেজ আনৰ লগত যায়। এই অসুবিধা দূৰ কৰিবলৈ 'লাগেজত' টিকেট নম্বৰ থাকিব লাগে যাতে সহজে লাগেজ পাব পৰা হয় আৰু আমাৰ বিবিলাক দূৰৰ পেচেকাৰ যেন ডিক্ৰগড়ৰ পৰা গুৱাহাটীলৈ অহা যোৱা কৰে তেওঁলোকৰ লগত "লাগেজ" থাকে। তাৰপিছত যিসকল যোৰহাট, গোলাঘাট ইত্যাদিৰ পৰা উঠে সেইসকলৰ লাগেজে পিছত উঠাই লোৱা হয়। টিকেটৰ লগত লাগেজ মিলাই নিজৰ বস্তু লোৱাত যাত্ৰীসকলৰ অসুবিধা হয়। লাগেজ নিয়াৰ সুব্যৱস্থা নথকাৰ কাৰণে চুটেছ ইত্যাদি হেৰুৱায়। ইয়াৰ পৰা বৰস্থা কৰিব লাগে। আৰু এটা কথা হৈছে যে ডিক্ৰগড়, তিনিচুকীয়াৰ পৰা যাত্ৰীসকল বাতিপুৰা ৫ টাত উঠি আহিব লাগে আৰু সেইকাৰণে প্ৰায়ে যোৰহাটৰ নাৰ্গাওঁৰ Toilet roomটো ব্যৱহাৰ কৰিব লগীয়া হয়। কিছু ভ্ৰমণ বয়সৰ মানৱৰ Toilet roomটো কোনো সভা মহিলাই ব্যৱহাৰৰ উপযোগী নহয়। মাননীয় মন্ত্ৰী মহোদয়ে কৈছে এইটো বিভাগত আয় হৈছে। গতিকে এইটো বিভাগত আয় যদি হৈছে তাৰ চাকৰিয়াল সকলে কিমান ভ্ৰমণ বানচ ইত্যাদি পৰ লাগে ঠিক কৰি দিয়া উচিত যাতে তেওঁলোকে যাত্ৰীসকলৰ প্ৰতি ভালদৰে দায়িত্ব পালন কৰে। যদি এইটো নহয় তেনেহলে তেওঁলোকৰ পৰা ভাল কাম নাপায়। যিবিলাক পৰিবহন কৰ্মচাৰী আছে তেওঁলোকে যাত্ৰীসকলৰ প্ৰতি পুৰা দায়িত্ব পালনৰ সকলো বকমৰ সা-সুবিধা দিয়া উচিত।

অধিক পেচেকাৰ নিয়া ক্ষেত্ৰত আপত্তি মোৰো আছে, এনে ঘটনা মোৰ আগতে ঘটিছে আৰু মই প্ৰতিবাদো কৰিছো। এনে কাৰ্য্য ঘটিবলৈ যাতে নাপায় তাৰ বাবে ইউনিয়ন সমূহেও আৰু লক্ষ্য বখা উচিত ইয়াত কাকো প্ৰশ্ন দিয়া অনুচিত।

Sri Nakul Chandra Das :— মাননীয় উপাধ্যক্ষ মহোদয়, ট্ৰেনপোর্ট বিভাগৰ মন্ত্ৰী মহোদয়ৰ এই দাবী সনর্থন কৰি মই কব খুজিছো যে যদিও এই বিভাগে বহুতো বেভিনিউ অৰ্জন কৰিছে কিন্তু পৰিবহণ অনুপাতে ইয়াৰ যথেষ্ট উন্নতি হোৱা নাই বুলি স্বীকাৰ কৰিবই লাগিব। যোৱা বছৰ বাজেট অধিবেশনতো পেচেকাৰ এমিনিটি কমিটিৰ কথা হৈছে। ধুবুৰীৰ পৰা সাদিয়ালৈ ক'ব বিভিন্ন হেঁচাত নানা ভবাঙত ঘটনা হয়।

নিজে ভুক্তভোগী হিচাপে দেখিছো। আশি ভ্রমণৰ শেষত সকলো কথা পাহৰি যাও আৰু বিপৰ্টি কৰিলেও একো নহয়। যাত্ৰীসকলে বাটত নানান বেমেজালিত অসুবিধা পায়। ট্ৰেনপোর্ট বিভাগে এই বিলাক অবাঞ্ছিত বিষয়লৈ চকু দিব বুলি মই আশা কৰো। দ্বিতীয়তে গাড়ীৰ ভিতৰত ধূমপান নিষিদ্ধ কিন্তু কিছুমান যাত্ৰীয়ে তাৰে বে গাড়ী নচলিলে ধূমপান গাড়ীৰ ভিতৰতে কৰিব পাৰে। এই বিষয়ে যাত্ৰীসকলৰ মাজত কাজিয়াও হয়। ট্ৰেনপোর্ট কৰ্মচাৰী সকলে এই বিলাক অবাঞ্ছিত কথাত আইন যেতিয়া আছে, চকু দিব লাগে। তাৰ পিছত যোৱা কেই বছৰ ধৰি ট্ৰেনপোর্টৰত যাত্ৰী সমাগম বাঢ়ি আছে কিন্তু যাত্ৰীসমাগমৰ ফলত পৰিবহণৰ প্ৰায় বাঢ়িছে নে নাই দেখা বাঞ্ছনীয়। ট্ৰেনপোর্ট বিভাগে এই বিষয়লৈ মন দিব বুলি মোৰ বিশ্বাস অসমৰ বহুতো ঠাইত যেন কামৰূপ জিলাত বাচ বিলাক Overloading হৈ আছে এই বিলাক যাতে বন্ধ হয় আৰু loadingৰ নিয়ম পালন হয় তাৰ বাবে ট্ৰেনপোর্ট মন্ত্ৰী মহোদয়ে অনুসন্ধান চলাব বুলি আশা কৰিলো।

আৰু এটা কথা যোৱাবছৰ বাজেট অধিবেশনত মই কৈছিলো যে মঙ্গলদৈ-ভূটিয়াৰ বাস্তাটো চৰকাৰী পৰিবহণ বিভাগে লব লাগে কাৰণ ইয়াৰ দ্বাৰা চৰকাৰৰ বহুত উপাৰ্জন হব আৰু এই অঞ্চলৰ বহুতো যাত্ৰীৰ অসুবিধা দূৰ হব মোৰ নিজৰ সমষ্টি চিপাহাৰ আৰু গুৱাহাটীৰ মাজত সোনকালে গাড়ী এখন বঢ়াব লাগে। চিলঙ-তেজপুৰ এখন বাচ দিয়াত যাত্ৰীসকলৰ স-সুবিধা হৈছে কিন্তু উত্তৰ লক্ষীমপুৰৰ লগত “কানেকচন” নথকাত যাত্ৰীসকলৰ অসুবিধা হৈছে। এই বিষয়লৈ মন্ত্ৰী মহোদয়ে চকু দি উপযুক্ত ব্যৱস্থা কৰিব বুলি আশ্বাস ৰাখিলো।

Shri Kamini Mohan Sarma : মাননীয় উপাধ্যক্ষ মহোদয়। এই বৰ্ত্তন প্ৰস্তাৱ মই সমৰ্থন কৰিছো। মোৰ সমৰ্থন কৰাৰ কাৰণ হিচাবে এইটো কথা কব খুজিছো আৰু চৰকাৰৰ দৃষ্টি গোচৰ কৰিব খুজিছো যে গুৱাহাটী-শ্বিলঙ বাস্তাত চৰকাৰী বাছ চলাচল কৰে আৰু যাত্ৰীসকলৰ বস্তু-বাহান লগত আহে বডিৰ ওপৰত তুলি দিয়া হয় আৰু অবক্ষিত অবস্থাত যোৱা ২৯ ফ্ৰেব্ৰুৱাৰী তাৰিখে ৰাতি পুৱা ৯ বজা সময়ত চিলঙলৈ আহিছিলো। A S X 1880 নম্বৰ বাছত মই আহি আহিলো। কণাষ্টৰ জনে মোৰ চুটকেচটো ৬-বত্ৰ দিনৰ কাৰণে মোক আদেশৰ নিৰ্চিনাকৈ ক'লে। মই ওপৰত দিয়ালো। জোৰাবাটৰ ওচৰত চুটকেচটো পৰি গৈছে আৰু তেখেতে মোৰ চুটকেচটো পৰি গৈছে বুলি মোক ক'লে “যাওক চুটকেচটো লৈ আহক গৈ, আপোনাকোকে আমাক জুলুম

কৰিব।" অথচ চুটকেচটো 'বুক' কৰাৰ কাৰণে কোনো কথা নকল। এই ধৰণে বহুত যাত্ৰীৰে বয়-বস্ত্ৰ আলই-বিলই লৈ হয়। চৰকাৰে চকু নিদিয়াত যাত্ৰীসকল নানান অনুবিধাত পৰে। সেই কাৰণে পৰিবেহন ব্যৱস্থাটো জনসাধাৰণৰ কল্যাণৰ কাৰণে নহয় বুলি মই কব খুজিছো। আৰু ষ্টেচনবোৰ শৌচ-প্ৰচাৰ কৰা ঠাই বোৰ এনে স্বেত্ৰেৰা অৱস্থাত ৰাখি ধৰি কোনো মানুহে অতি প্ৰয়োজন হলেও ব্যৱহাৰ কৰিব নোৱাৰে। এই স্বেত্ৰেৰা অৱস্থাৰ কাৰণে গুৱাহাটী ষ্টেচনটো একেবাৰে দুৰ্গন্ধময়। চিলং ষ্টেচনৰ অৱস্থাও তদ্রূপ। এইটো যি হবলৈ পায়? এটা এটা ৰাষ্ট্ৰীয় পৰিবেহন ব্যৱস্থা আশাক ষিলঙৰ অৱস্থাটোও কোনো ভাবে আমে সহ্য কৰিব নোৱাৰি। বাহিৰৰ পৰা কোনো ভ্ৰমণকাৰী আহি আমাৰ অৱস্থা দেখি ৰাষ্ট্ৰীয় পৰিবেহনৰ ওপৰত কি ভাবে শাস্ত ৰাখিব পাৰে? আৰু যাত্ৰীসকলে টিকেট পোৱাৰ ক্ষেত্ৰত লাইন দিও টিকেট নাপায়। আৰু পাছত টিকেটৰ ব্লেক মাৰকেটো হয় (সময় সঙ্কত)। এই সম্পৰ্কে ভাল ধৰণে তদন্ত হ'ব লাগে আৰু ভাল ব্যৱস্থা হ'ব লাগে। মোৰ নিজৰ সমষ্টি বঙ্গিয়া আৰু বাইহাটা চানি আলিৰ চাৰি আলিলৈ এই ১০ মাইল বাস্তাত এটাও মেচন নথকাত মানুহে বৰ অনুবিধা পায়। সেই কাৰণে পুষ্টিমাৰিত এটা ষ্টেচন ক'ৰবৰ কাৰণে চৰকাৰৰ দৃষ্টি আকৰ্ষণ কৰিলো।

The Assam Maintenance of Public Order (Autonomous Districts) (Amendment) Ordinance, 1968

Shri Kamakhya Prasad Tripathi (Minister, Finance):
Mr. Speaker, Sir, I beg to lay out the Assam Maintenance of Public Order (Autonomous District) (Amendment) Ordinance, 1968

Calling Attention to a Matter of Urgent Public Importance The Ahom Descendants of Assam.

Shri Bhadra Kanta Gogoi: মাননীয় অধ্যক্ষ মহোদয়, মই এই Notice খনৰ জৰিয়তে চৰকাৰৰ মনযোগ আকৰ্ষণ কৰিব খোজো— সেইটো হ'ল:
I beg to call the attention of the Chief Minister, Assam under Rule 54 (1) of the Rules of Procedure and Conduct of Business to a news-item published in Janam Bhami on 22nd February, 1968 under the caption অসমৰ আহোম বংশজ. The matter is of recent occurrence and is of public importance. Hence this Call Attention.

মহোদয়, মই জানুৱাৰীৰ ১১ তাৰিখে কলিকতাৰ সন্মার্গ বুলি হিন্দী এখন কাগজত এলোৱা খবৰ এটা কাগজখনেৰে সৈতে ১৮ জানুৱাৰীত মুখ্য মন্ত্ৰীৰ হাতত দিহো ইয়াত আছে তাৰ ছবছ অনুবাদটো “অসমত বাস কৰা মানুহবিলাকো (আহোম বংশধৰ) মূলত ভাৰত বাসী নহয় অসমৰ আদিবাসী লোক নগা, অকা, দফলা আদিহে। আহোম জাতি সত্ৰাট আকবৰৰ দিনত আহিছিল। এওলোক অহা প্ৰায় ৭০০ বছৰ হৈছে। এওলোক কচিয়াৰ সেই সময়ৰ চৰকাৰে দেশদ্রোহী বুলি ঘোষণা কৰি দেশৰ পৰা বাহিৰ কৰ দিছিল। তাৰ পিচত আকবৰে তেওঁলোকক ইয়াত থাকিবলৈ আজায় দিছিল। পুনৰ হয়তো যেতিয়া তেওঁলোকে বিদ্রোহ কৰিবলৈ ধৰে তেতিয়া বহু মানসিংহক পঠিয়াই আহোমবিলাকৰ সন্মুখতে আহোম বজাক জোতাৰ মালাপিয়াই দিছিল। তেতিয়াৰ পৰাই আহোমবিলাকে জোতা নিপিন্ধে আজিকালি শিক্ষিত সুবক-বিলাকো জোতা পিন্ধা আবস্ত কৰিছে। আহোমবিলাক মঙ্গোলীয়াবাসী লোক।

গতিকে এইটো কেবল আহোম জাতিৰেই অপমান নহয় সমগ্ৰ অসমীয়া মানুহৰ কাৰণে ই অপমান জনক কথা এইদৰে চৰকাৰক তৎপৰতাৰে সৈতে ব্যৱস্থা লবলৈ মই চৰকাৰৰ চোকা দৃষ্টি আকৰ্ষণ কৰিছো।

Shri Kamakhya Prasad Tripathi (Minister Finance): The attention of Government has been drawn to the letter to the Editor published in the 'Janambhumi' dated 22.2.68. Earlier the Hon'ble Member had also drawn the attention of the Chief Minister to the letter published in the Hindi news paper 'Sanmarg' dated 11th January, 1968. The letter was duly examined in the Law Department, but unfortunately there appears to be no legal action for Government to take in the matter. This kind of a publication does not help in promoting a sense of homogeneity amongst the different races and communities constituting the Indian Nation, and, therefore, has got to be deprecated. The matter is being taken up with the authorities of the paper requesting them not to indulge in this kind of writing which may create ill-feeling amongst a section the people.

Adjournment

The Assembly then adjourned till 10 AM on Monday the 23rd March 1986.

Shillong
the 22nd March, 1968

U. Tahbildar.
Secretary.
Legislative Assembly, Assam

